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SATURDAY, AUGUST 21, 1926. 日四十月七

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TRADE LOAN.

TO BE CHARGED ON COLONY.

DRAFT OF NEW BILL.

The Gazette contains the draft of an Ordinance to charge a certain loan upon the general revenue and assets of the Colony of Hongkong, which is shortly to be introduced in the Legislative Council. Its text is as follows:

Whereas the Governor on behalf of the Government of the Colony of Hongkong has recently borrowed certain moneys for the purpose of making loans on security approved by him or under his authority to merchants and others in the Colony during a certain period of financial stringency:

And whereas although the demand for such loans has now practically ceased it is possible that the Governor on behalf of the Government of the Colony of Hongkong may desire to borrow certain other moneys for the said purpose:

And whereas it is desirable that any principal moneys so borrowed or to be borrowed and the interest thereon shall be charged upon the general revenue and assets of the Colony:

Be it therefore enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:

1. This Ordinance may be cited as the Trade Loan Ordinance, 1926.
2. In this Ordinance, "Trade loan" means the aggregate for the time being of any moneys borrowed, or hereafter to be borrowed, by the Governor on behalf of the Government of the Colony of Hongkong, for the purpose referred to in the first recital of the preamble of this Ordinance, together with any interest of the said principal moneys due or to become due under the terms of the agreements under which the respective principal moneys were or shall be borrowed. Provided that such principal moneys, whether already borrowed or hereafter to be borrowed, shall have been acknowledged by the Secretary of State on behalf of the Government of Hongkong, in a letter or some other document addressed or delivered to the respective lenders, as coming within the provisions of this Ordinance.

MONEY LIMIT.

3. The aggregate for the time being of the principal moneys outstanding and included in the trade loan shall not exceed the sum of three million pounds sterling.

4. The trade loan is hereby charged upon and shall be payable out of the general revenues and assets of the Colony of Hongkong.

5. The Governor shall appropriate out of the general revenue and assets of the Colony such sums as may be necessary to provide for all payments of interest and repayment of principal moneys required by the terms of the agreements under which the respective principal moneys were or shall be borrowed.

EXEMPT FROM DEFENCE CONTRIBUTION.

6. All principal moneys acknowledged by the Secretary of State as coming within the provision of this Ordinance, as provided in section 2, and all interest received by the Government of the Colony of Hongkong on loans made for the purposes referred to in the preamble to this Ordinance, and all principal moneys received by the Government of the Colony of Hongkong upon the repayments or recovery of such loans by the Government, shall be, and shall be deemed always to have been, exempt from the defence contribution provided for by the Defence Contribution Ordinance, 1901, and all such principal moneys and interest hitherto received or appropriated by the said Government, or hereafter to be received or appropriated by the said Government, shall be deducted from the Colonial revenues before the calculation of the sums payable to

CANTON "SUCCESSES" DENIED.

PREMATURE CELEBRATIONS DISCREDITED.

KUOMINCHUN RETREAT.

Information from "anti-Red" sources denies Canton's claim that the whole province of Hunan has already fallen to their hands. Yochow, an important city in Hunan, the capture of which the Kuomintang in Canton celebrated several days ago, is said to be still in the hands of pro-Northern troops.

The Kuomintang celebration of the defeat of the forces of Chang Tso-lin and Wu Pei-fu at Nankow early this week is also termed by the "anti-Reds" as a political move. The "anti-Reds" say that the fall of Nankow Pass and the retreat of the Kuomintang Army, are established facts, notwithstanding all Kuomintang denials.

Marshal Wu Pei-fu, the Yangtze War Lord, who said that he is returning to Hankow from North China in order to direct operations in Hunan.

Neutral reports from Hunan state that fighting has occurred in five different places, and, up to latest dispatch, the advantages appear to have been equally divided.

General Sun Chuan-fang, Tupan of Chekiang and Kiangsu, who has cast his lot with the "anti-Reds," is giving orders to rush reinforcements of arms and men to Kiangsi in order to prevent invasion of "Reds" from Hunan and Kwangtung. In the meantime, he is sending detectives along the Tientsin-Pukow and Shanghai-Nanking Railways to watch closely the movements of known Bolsheviks travelling on the line or at the stations.

Mr. Mow Ping-li, an uncle of General Chang Kai-shek the Kuomintang Chief, dismissed from the Puyun Magistracy, is denying an "anti-Red" report that he has accused the present Garrison Commissioner of Canton of trying to dominate Canton city and wilfully disobeying General Chang. The "anti-Reds" state that the Garrison Commissioner, now a sort of military governor of Canton District under martial law, has been recruiting lately so as to strengthen his position.

THE "H.29" DISASTER.

DUE TO MISINTERPRETED ORDER.

At the inquest at Devonport on the victims of the H.29 disaster, two officers gave evidence of ordering water to be taken in to trim the vessel and said the chief stoker misinterpreted the order and flooded the tanks. The jury found that the men died from suffocation, due to the flooding of the submarine which was the result of misconception of the order given.

The Coroner said it was impossible to blame anyone for the mistake.—*Reuter*.

THE AIR DISASTER.

ADJOURNMENT OF THE INQUEST.

Rugby, Aug. 20. De Lisle, the pilot of the French aeroplane which crashed at Romney Marsh, was an experienced civil aviator, having flown across the Channel no fewer than one hundred times.

The inquest on the three victims of the disaster, including De Lisle, has been adjourned pending the Air Minister's examination of the engine of the wrecked plane.—*British Wireless*.

His Majesty's Government under the said Ordinance.

UNLUCKY LAUNCH.

PIRATE AND PICKET TROUBLES.

DETAINED IN CANTON.

The launch Fee Din, which was formerly registered here as the No. 1 of steam tugs and launches, and has been running between Hongkong and Nantao with cargo and passengers, has had a number of misfortunes since, in consequence of the boycott, she went on the Canton-Nantao run.

Three weeks ago, when the launch left Nantao on her last voyage, there were 18 pirates concealed amongst the number of passengers. They did not make much trouble for the first couple of hours, but later one of them approached the commodore of the ship on some pretext or another in order, it seems, to start a quarrel. It is stated that the supposed passenger complained that there

KUOMINCHUN RETREAT.

The Fall of Kalgan.

Peking, Aug. 21. Latest reports indicate that the Kuominchun forces evacuated Kalgan on the 16th. instant while the forces at Nankow and Huailai had previously been reduced to two and one brigades respectively, which had been instructed to hold on as long as possible.

Fengtien aeroplanes found Kalgan undefended on the 17th instant, and the Fengtien advanced cavalry and artillery reached Kalgan on the morning of the 18th. The Kuominchun forces had successfully removed all important military stores.

According to semi-official reports Marshal Feng Yushiang ordered a general retreat which the majority of the Kuominchun's leaders deemed unwise but did not dare to oppose.—*Reuter*.

were no beds provided for coolie passengers, and he eventually got the commodore so angry that the latter threw him out of his room.

PIRATES RISE.

Thereupon, the pirate drew his revolver, held up the commodore and called the other members of the pirate gang. The passengers all lined up on one side, covered by four pirates, with their automatics drawn. The other pirates then proceeded to the bridge and forced the captain and pilot to make a course for the nearest village inside British territory.

GUNBOAT APPEARS.

However, just about an hour before they arrived at the village a Chinese gunboat appeared, and went to the aid of the Fee Din, but before the gunboat got alongside the pirates all jumped overboard and attempted to swim to safety. The gunboat fired some shots after them, and it is stated that four were killed and six wounded. Serious doubt is entertained as to whether the remainder reached the shore in safety.

HELD BY PICKETS.

This was by no means the end of the Fee Din's trouble. She left Canton for Nantao again, and reached the latter port without anything untoward happening, but upon her return voyage, when she had about 20 piculs of salt fish and 10 piculs of mangoes on board, she was encountered by strike pickets. The No. 1 picket informed the master that the cargo undoubtedly consisted of goods brought from Hongkong, and that he suspected the tug of having called at that port. The boat was therefore arrested by the strike pickets at Canton. As the fine levied on the steamer is said to be \$3,000 it is said that the pickets insisted upon being paid in Hongkong money the ill-fortuned tug is still detained at Canton.

AMERICA & EUROPEAN QUESTIONS.

DEBT SETTLEMENTS MAY BE MODIFIED.

NEW ARMS PARLEY?

New York, August 20.

The World's Washington correspondent declares that the chief reason for the reported return of Mr. Houghton to America is to discuss the debt situation with a view to obtaining modification of the debt agreements in order to pacify the growing opposition of European nations.

It is added that while Mr. Houghton does not favour an immediate yielding to the clamour by debtors, he is convinced that the time is not distant when the debt settlement must be revised, especially the British, who, he says, may be willing to adhere to the agreement but feel that they have been treated unfairly since greater concessions have been made to others.—*Reuter's American Service*.

HOLIDAY TIME.

Washington, August 20. State Department officials are not aware that Mr. Houghton, who is holidaying in Scotland, is returning to America, but they remark that it is the vacation season.—*Reuter's American Service*.

NAVAL LIMITATIONS.

New York, August 20. "The United States to call its own parley on terms if Geneva fails" is the headline in the New York World to a dispatch from its special correspondent at President Coolidge's camp.

The correspondent claims that President Coolidge intends to proceed further with naval limitations whether the League of Nations is successful or unsuccessful. He states that Mr. Kellogg hinted this in his Plattsburg speech.

The writer claims that this statement of President Coolidge's intention is the first concrete information since the inception of the League discussions, and says President Coolidge is merely holding in abeyance his own disarmament programme, which he is ready to revive if the League wavers.—*Reuter's American Service*.

NICARAGUA REVOLT.

TROOP TRAIN DYNAMITED.

Managua, August 20. The Revolutionaries have attacked San Antonio and killed the assistant superintendent and several employees of one of the largest sugar estates in the district. They also dynamited a troop train between Managua and Corinto. No one was killed but a few soldiers were injured.—*Reuter*.

WORK OF DESTRUCTION.

The rebels have evacuated Quezaltenango and have burned part of the town including the largest distillery in Nicaragua. The Mayor and others are reported killed. The rebels were severely punished in other skirmishes.—*Reuter's American Service*.

FRENCH ECONOMY.

POPULARISING STABLE BREAD.

Decrees have been issued which prescribe returns from all areas under wheat giving an estimate of yields as well as control of cereal movements and existing stocks of grain. The Cabinet has prepared a general plan of economy and decided to control sales of commodities, improve the system of supply and the working of public provision markets.

State bread must be popularised, and meals in restaurants will be limited to two courses, whilst profiteers will be prosecuted.—*Reuter*.

EDITOR'S DEATH.

PEKING EXECUTION RESENTED.

REPRIEVE TOO LATE.

Writing under date of the 8th inst., the Peking correspondent of the Shanghai Times says:

A wave of intense indignation is agitating journalistic circles here, both Chinese and foreign, following the arrest and summary execution early on Friday morning of Mr. Lin P'ai-shui, editor of the Hsieh Hui Jih Pao, and the question is raised as to how much longer the present military dictators of Peking are to be permitted to carry on their reign of terror policy touching Chinese newspapers and their editors.

ON THE BLACK LIST.

Latest developments in the military campaign of intimidation are the arrest yesterday of Cheng Shie-wo, editor of the Shieh Chieh Wan Pao, and the Shieh Chieh Jih Pao, evening and morning papers of wide circulation—and the suppression of the Ming Li Wan Pao, said to be the first paper to publish what purported to be the text of a circular telegram from Sun Chuan-fang advocating peace. The editor of the latter publication was out when the military raided the office, and is now believed to be hiding in the Legation Quarter.

Cheng Shie-wo is still in the hands of the military and his friends and fellow newspapermen are petitioning the authorities for his release. What the charges against him are is not known, and his arrest came as a surprise in view of the fact that his two papers have been rather friendly to the anti-Kuominchun cause. It is said, however, that his name was included in the black list prepared by the Allied chiefs when they first entered Peking. This list also contained the names of Lin P'ai-shui and Shao Ping-ping, editor of the Ching Pao, who was executed by order of Gen. Chang Chung-chang last April.

COMMENT STIFLED.

Naturally, in view of the ruthless tactics employed to keep them "friendly," the Chinese newspapers have refrained from commenting on the Lin case. Most of them, however, made it clear that Lin was rushed off and shot without the semblance of a trial, by order of Chang Chung-chang, in spite of pleas for leniency made by members of Chang's own staff.

Certain of the foreign papers and agencies vigorously protested against the outrage. Members of the Japanese Press Association met and passed a resolution characterizing the execution as an unjustified act of military terrorism.

RESENTED CRITICISM.

While the official proclamation issued by the chief of the gendarmerie states that Lin was executed for "confirmed connection with the enemy army," there is little doubt that the direct cause was an editorial published in the Hsieh Hui Jih Pao the day before the editor's death, in which Chang Chung-chang, and his financial advisor, Mr. Pan Fu, were criticized.

Lin was arrested shortly after 1 a.m. and was shot at 4. During the interval he was permitted to pen a few lines declaring his entire ease of conscience and urging his two concubines to live together in harmony and to care for his 14-year-old daughter. Shortly after the arrest Mr. Hsieh Ta-ko, editor of the Huang Pao went to Gen. Chang's residence to plead for Lin's life. His plea was supplemented by Mr. Pan Fu, and also by Mr. Yang Che-tai, a member of Gen. Chang's staff. The Shantung chief refused to listen, saying that the execution order had been issued and could not be recalled. Finally, Chang (Continued on Page 16.)

Bulls and Innors

From the Office Butts.

Daily Press headline:—Sudden "American golf courses are the Death of an Aramidillo on the Shek O Road."—Luckily, his amah paper. No doubt many golfers wasn't with him; otherwise it, swear by them.

One of our magistrates reported to the police the loss of the handle from the main door of the Central Magistracy. It is believed that an absent-minded gentleman mistook it for an umbrella.

Interest in Test Matches seems to be just about played out.

Looks as if the Kuomintang were the people who put the Chang in Changsha.

We know a Hongkong man who always called a spade a spade until he took up amateur gardening.

A severe shock recently restored a man's speech. Divorce does the same.

If Mussolini isn't careful, his life history will read:—"Pose, posed, deposed."

Eggs may soon be sold by weight in England.—That'll put up the cost of electioneering.

Scotsmen are usually better at identifying colours than Englishmen, says a textile expert. Especially black and white.

We understand that a well-known local cricketer who has orally represented the English team in Hongkong during the final test match, is to be presented by admirers with a souvenir but, to place among the others in his beltry.

Women consider blushing an art—of the applied arts, no doubt.

Tell a woman that she has lost about fourteen pounds since you last saw her, and your popularity is assured.

"Enquirer."—No; the American corn belt is not a foot plaster.

Some women are so silent that they don't mind marrying a golfer.

A scientist says America is producing a new race. And French people say it's for the dollar.

The art of being a politician is to call your enemies bad names in such a way that everybody excepting the enemies know it.

Canton is possibly afraid that if she loses face, nobody will recognize her.

According to some politicians' repudiations of interviews, they say nothing at all, and what they do say is misquoted.

Half the time you can't tell whether Canton is rising or up-rising.

Sydney boxing novices are refusing to take part in public contests unless the financial consideration is increased from a half-guinea. Suppose they think they're worth a guinea a box.

An American anti-Prohibitionist asserts that New York consumes more poisonous liquor than the rest of the world put together. Must be the pub of the Universe.

After all this criticism about the Test Matches, we shall not be surprised if the future sees the end of them.

From the China Mail—"Yesterday, the wicket began soft, after a heavy thunderstorm in the night. By the lunch interval it became easy. The sun's influence on the wicket became apparent." The sun's influence was not solely confined to the wicket!

A German professor states that shingling hair will in time cause women to grow beards. This won't be so bad if it teaches them that razors are not intended for corns.

According to Amundsen, land does not exist at the North Pole. This must be frightfully annoying to American land salesmen.

Two leading film stars recently married are en route to the Orient. We understand that Hongkong has been deleted from the itinerary on account of the absence of divorce facilities.

A cheery individual named "Hightt," told a Morning Post reporter that quite a big slice of the world will shortly be swallowed by yawning abysses, etc. An American newspaper would have headed the interview "Hightt predicts Hiatus."

We know a bridge player who attributes his success in bidding to his long legs.

Women may have less sense than men, but they don't wear stiff collars in summer.

There's a fortune awaiting the man who can find an insomnia cure for mosquitoes.

"Would be hard lines on some people if they had to wait as long for a doctor to come as he has for his money."

Revised Maxims:—When in Rome, do as Mussolini says!

Some of these women who go in for reducing would appear to be striving for the title of the world's heavyweight fighter.

Dentists have held a convention in London. And it didn't hurt a bit!

People who talk about perfecting radio might do worse than turn their attention to the telephone.

What with high wages and freak insurances, hands seem to be higher than the heads in Australia.

A naval ship has been sent to survey submarine coral reefs off the Queensland coast. We suppose the crew will indulge in coral singing on Sunday.

It is not true that the two goats found wandering in the vicinity of the Peak Club were waiting for a quorum.

"Between the Wickets" is the title of a book written by J. B. Hobbs. It should have a good run.

Some unique specimens of lizards have recently arrived at the London Zoo. We cannot say whether any of the Hongkong lounge species were included.

"Should golf be played on Sundays?" was the text of a London sermon. Some people think it shouldn't even be played on weekdays by some people!

Many Peak residents have received the Order of the Bath this week.

According to the "wets," Prohibition has made America the land of the spree and the home of the grave.

Candidly, Canton can connive!

We understand that when the P. W. D. coolies have finished filling up the bottomless pit between the Peak Hotel and Pokfulam reservoir, they will be employed in baling out the harbour in order that the silt-up question be properly explored.

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CAFE PARISIEN CASE.

LEAVE TO APPEAL GRANTED.

Yesterday afternoon Mr. F. C. Jenkin (instructed by Mr. M. M. Watson) appeared in the Supreme Court to apply for leave to appeal from the recent decision by the Puisse Judge in the case in which Mr. and Mrs. Taylor were sued by, and in turn counterclaimed against, Mr. Durand and Madame Flint of the Cafe Restaurant Parisien.

His Lordship the Chief Justice and the Puisse Judge heard the application.

Mr. Jenkin said he applied first for an extension of time in which to lodge an appeal and also leave to appeal. He said it was an application for leave to appeal from a judgment of the Puisse Judge delivered on July 29. The application was out of time in so far as it was not made within seven days, but he asked the Court to exercise its powers to grant an extension under the circumstances disclosed in the affidavit of Mr. Watson which was before the Court.

Leave being granted, Mr. Jenkin proceeded with the main application, saying the application was confined to the judgment on the counter-claim. The case of the plaintiffs in the court below was a claim for \$186 and for damages, the total amount claimed being \$1,000, damages being for wrongful determination of service. The Puisse Judge gave judgment for \$186, but did not give judgment on the claim for damages. There was no appeal from that judgment for \$186.

The Counter-Claim.

On the counter-claim Mr. and Mrs. Taylor claimed damages for wrongful dismissal. On that the Puisse Judge gave judgment for the Cafe. The case arose out of regrettable happenings in the Cafe on the night of July 14 particularly shortly after midnight when as a result of what was done and said the applicants claimed they were wrongfully dismissed, by Mr. Durand and Madame Flint.

Evidence was put before the Puisse Judge by the Taylors and also by a man named Cotton who was then, and he believed still was, assistant manager of the cafe.

The Puisse Judge had shown on the notes in his judgment that he held that there had been no dismissal and that any words which had been used by the plaintiffs, Mr. Durand and Madame Flint, were to be interpreted in this way, "Go if you like." He also held that the contract was rescinded on July 15 by mutual consent. One ground for pressing the application was that in putting that interpretation upon the language used by Durand and Madame Flint the Puisse Judge must have accepted what plaintiffs said. A scrutiny of the Judge's notes showed that what they said was to be found only very briefly in the evidence. All that Madame Flint said in her narrative of what took place was "I told her to tell her husband to go and rest." That was all he could find of what was said by the employees.

Wrong Interpretation?

Mr. and Mrs. Taylor were jointly engaged on a joint salary of \$500, and it was argued by their solicitor that notice to one was notice to both.

What he had quoted was all he could find in the evidence of what was said by the partners in the cafe. This he suggested could not be interpreted as an invitation to leave the employment of the cafe if they desired.

The evidence of Mrs. Taylor was that on July 14 Madame Flint told her to go.

CHINA'S WARS.

COUNTER-OFFENSIVE AGAINST CANTONESE.

Peking, August 20. In connection with the Hankow cable yesterday, as to a southern attack, it is stated that the Cantonese offensive began immediately after Chang Kai-shek's arrival at Changsha.

Finding it disadvantageous to remain on the defensive, the northern commanders have started a counter-offensive.

Tang Seng-chi is proceeding to Changsha from Kulo. It is expected that Chang Kai-shek will remain at Changsha to direct the entire operations.

Sun Chuan-fang's position in Kiangsi continues subject to keen speculation locally. Telegrams from Nanking state that he has requisitioned two China Merchants steamers for transportation of reinforcements, but is said to be confident that strategical reasons will prevent the main Cantonese force from invading the province. It is predicted that he will maintain a policy of "pacifying ammin," or armed neutrality.

Fall of Kalgan.

Telegraphing jointly to the Allied leaders, Chang Hsueh-liang and Han Lin-chun report that the Allied troops occupied Kalgan this morning.

Yen Hsi-san states that the Sheng-kites have retaken Tatung railway station, also Hunyuan, Huaijin and several other places which the Kuominchun held recently.

The general opinion in Peking is that the Kuominchun main forces have passed Tungfufu, en route to Pingtichuan.—Reuter.

His Lordship: When do you allege they were dismissed?

Mr. Jenkin replied in the early hours of the morning, July 15. They had been dismissed earlier, but it was the French National Day, the Cafe was newly opened, a big party of people was expected there that evening, and Mr. and Mrs. Taylor, rather than let the cafe down, went back and saw their employers through the evening. The actual dismissal took place soon after midnight of July 14.

The defendants when dismissed asked for a letter of dismissal and Durand replied, "Yes, I will give you fifty pages."

Nothing Mutual.

At 12.10 a.m. Durand told Mrs. Taylor to get out and that he would give both her and her husband letters of dismissal in the morning. In addition to that there was the evidence of Mr. Cotton who was employed as assistant manager. One would have thought it would have been, therefore, in his interests to support his employer's case, but in fact he did not do so. He states that Durand told Mrs. Taylor to "get out." Mrs. Taylor replied, "Not without a letter" and Durand said, "Well, to-morrow morning."

Another point was that on the pleadings in the Summary Court it was the claim of both parties that there had been a wrong done by the other side. As he (counsel) read the records of the proceedings the evidence left him unable to find in any shape or form any indication of mutuality on that fateful night. The parties did not put up any case of that kind. He submitted the Puisse Judge misdirected himself in considering that it was open to him as an issue in the case that the parties had ended relations with each other by common agreement.

After the Court had conferred His Lordship the Chief Justice gave leave to appeal, the notice of appeal to be served within seven days.

THE MIND AND THE BODY

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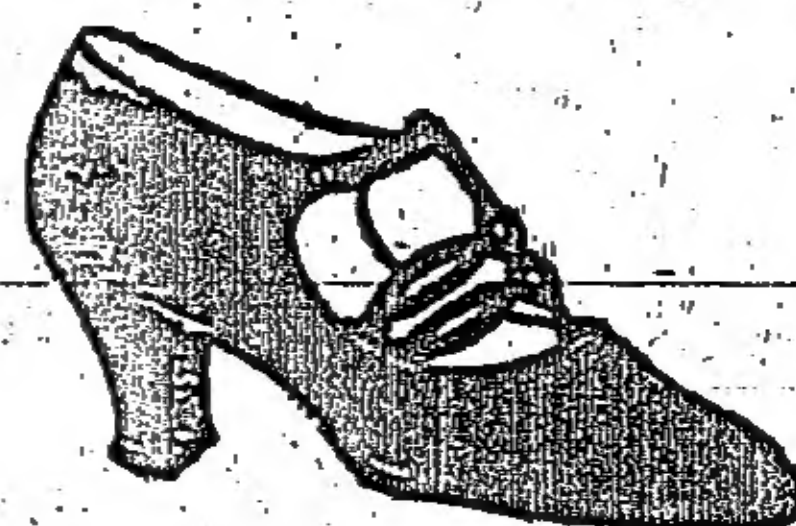
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A strike of longshoremen and crews of river steamers on the Upper Magdalena River, in Colombia, has come to an end, concessions, having been made by both sides. It is estimated that it will take months to relieve the goods congestion in the coast and river ports resulting from the strike and the extremely dry season.

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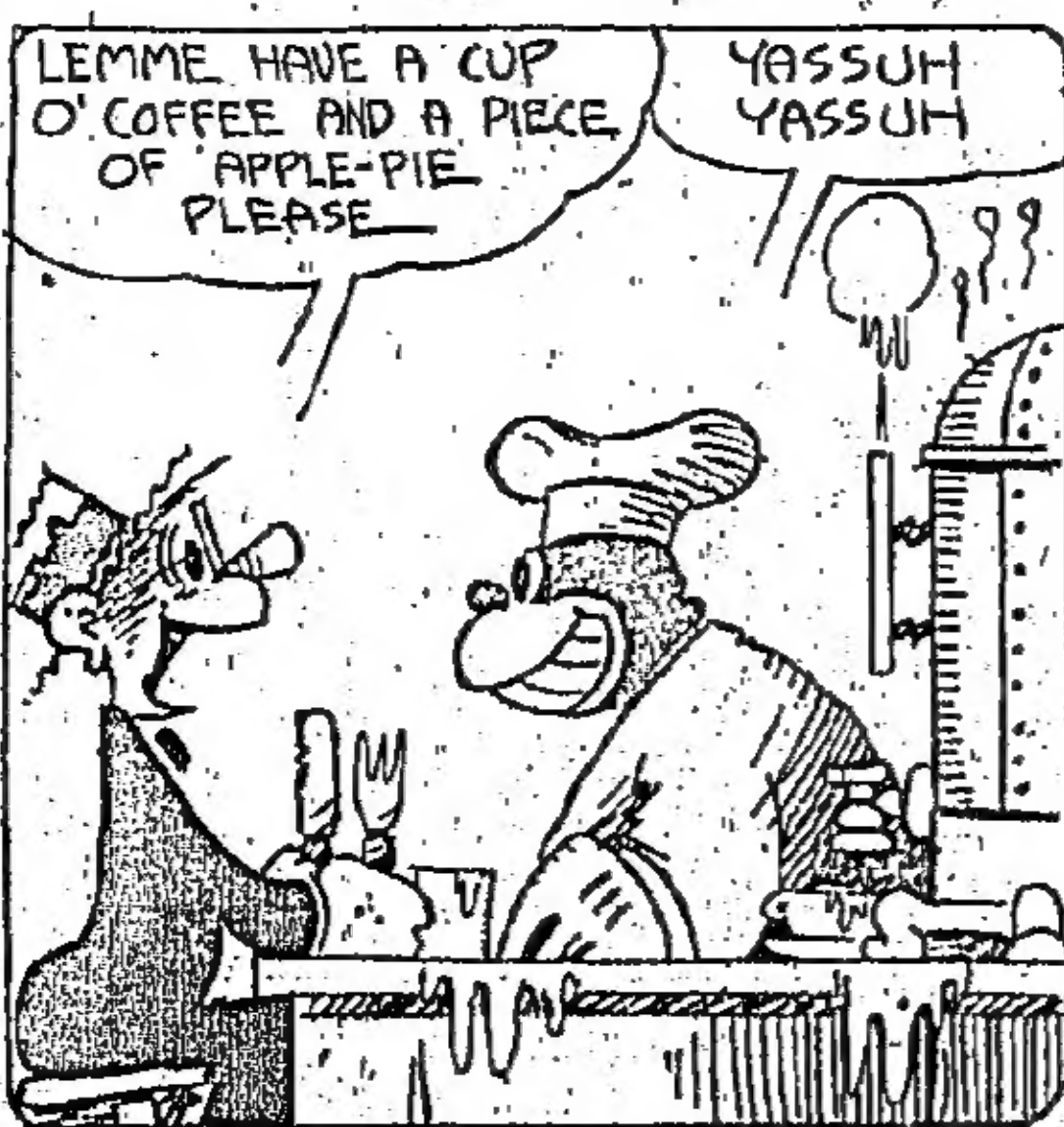
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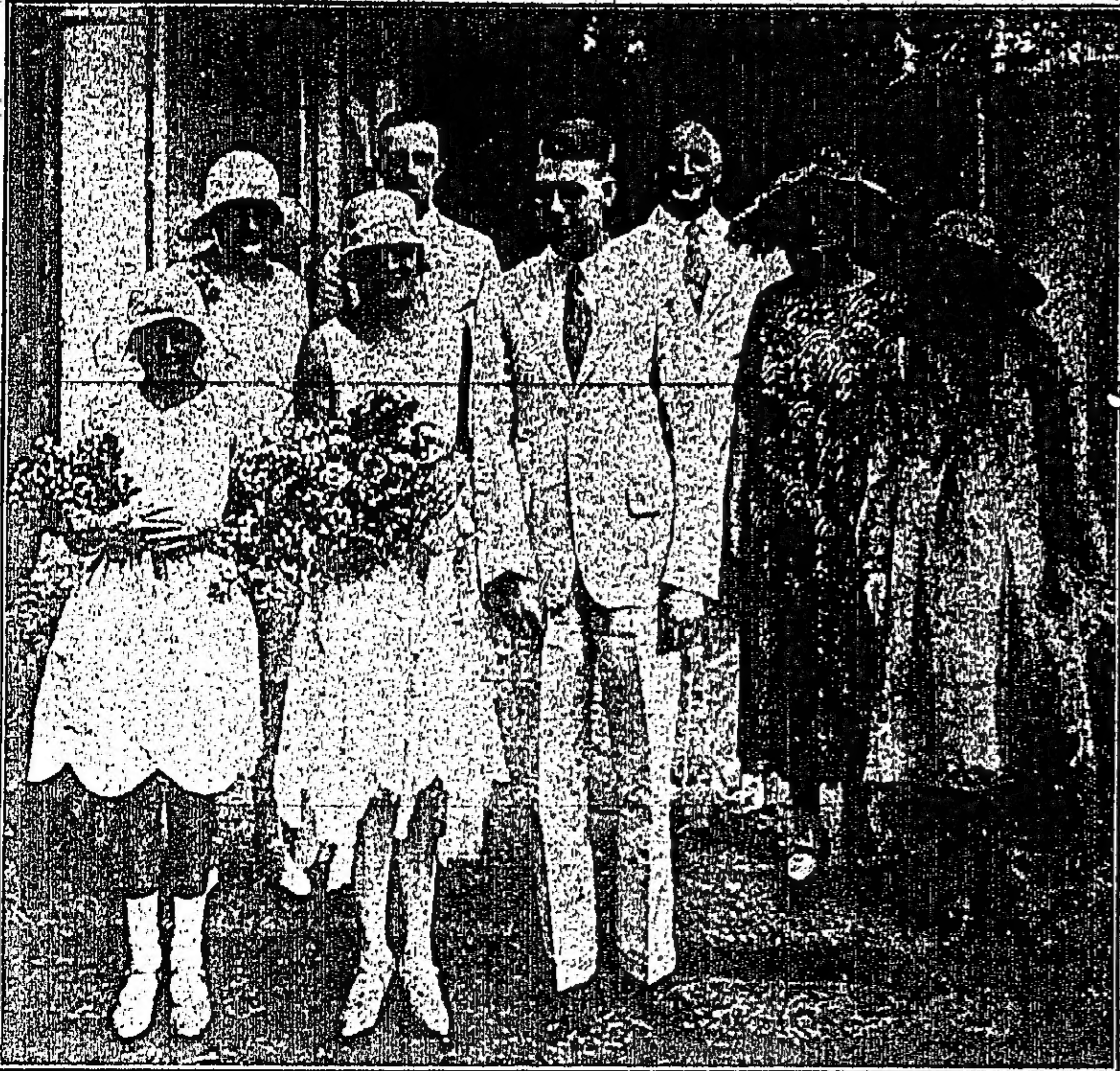
SALESMAN SAM



Yes and No

By Swan

THURSDAY'S WEDDING AT THE PEAK.



Group photograph taken at the wedding, at the Peak Church on Thursday, of Mr. Arthur Ronald England and Miss Barbara King. (Photo: Ming Yuen).

MINERS RETURNING TO WORK.

HUNDREDS NOW RESUMING DUTY.

FEDERATION CAMPAIGN.

London, Aug. 20. Reports are coming in of miners' trickling back to work all over the country.

Four hundred resumed at Sherwood to-day, 500 at Cross Farm and 600 at Rufford.

Hundreds are signing on at Mansfield and many have resumed at Cannock Chase.

It is early to determine whether the new terms offered by individual companies in Nottingham and Derbyshire will be accepted generally, but scores signed in this morning, the terms varying in different pits. Most provide for April wages on a 7½-hours-day, with seven months' guarantee.

There are 6,525 miners working in Warwickshire to-day compared with 6,350 yesterday.—*Reuter*.

NEW CAMPAIGN.

London, Aug. 20. Mr. A. J. Cook, interviewed with regard to the reported break-away of miners from the Federation in Nottingham and Derbyshire, said a campaign would be started immediately in that area. "We have no fear that the owners' move will succeed there," he said, and declared that the movement at Mansfield was unofficial and referred only to the Bolsover Colliery.

Mr. Cook added that 60,000 miners are concerned in the Nottingham area, of whom only half were members of the Federation before the stoppage. The remainder had since joined the Federation and the campaign would be directed to maintaining this united front.—*Reuter*.

PREMIER REMAINS IN LONDON.

Rugby, Aug. 20. The Miners' Federation Executive has communicated to the Government a verbal report of the proceedings of their meeting with the mineowners, at which the attempt to re-open negotiations for a national settlement of the coal dispute proved unsuccessful.

The Prime Minister, who had intended returning this afternoon to his Worcestershire home prior to leaving England on Sunday for his holiday at Aix les Bains, has decided to remain in London in order to study the report.

It is stated that the miners' leaders, after a further meeting of their Executive to-day in London dispersed to their districts, and no immediate new negotiations are in prospect.

Meanwhile, chief interest in the coal situation is centred in the areas where men are showing a desire to return to work in response to local offers by the colliery owners. The numbers affected by this movement are relatively small, but the development is regarded as significant. It is reported that 2,000 men signed

"LAUGHTER."

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

"If a happy temper be conducive to health, the indulgence of a merry mood cannot be otherwise than beneficial," say a modern writer, and the Bible supports this statement. "The merry heart is a continual feast," we are told by Solomon, that is to say, joyous, innocent merriment is a means of giving strength to the life, just as good food fortifies the body. From a purely medical point of view, then, laughter is a great health-restorer and so no wonder the inspired writer said, "There is a time to laugh."

Merriment will carry us over many of the obstacles of life; where the man of dour and heavy countenance dare not tread, the cheery optimist, with his ready smile, rushes in and carries all before him. Moreover his joyousness of spirit is infectious—nothing is so catching as happiness.

"Laugh, and the world laughs with you; Weep, and you weep alone: For the sad old earth must borrow its mirth, But has trouble enough of its own."

Our lives will not have been spent in vain if all we achieve down here is to banish a little of the load of trouble beneath which the world lies groaning.

A sense of humour is one of the most blessed of God's gifts to mankind; unfortunate indeed is that man who cannot see the funny side of things, for he has many a load to bear which a cheery soul would laugh merrily away. To the Christian a spirit of melancholy is wholly contrary to his religious profession—it is almost an insult to his God. He is our Father, and so if we are miserable it brings discredit on His goodness and His love. He wants us to be happy; He may have put sadness in our hearts, but as a counterweight, He has put laughter in our mouths. Our lips were made elastic so that we might widen them in a broad expansive smile, but the Creator never intended them to be set in a grim unrelaxing line, or pursed up in a peevish "O" of discontent.

Paul and Silas are in prison, their feet fast in the stocks. "No occasion for joy and mirth in a painful experience of this sort,"

you say"; and yet we are told that at midnight they "prayed and sang praises unto God." Even the chilly cell, and the uncertainty of their fate upon the morrow, could not suppress the gay exuberance of their spirits. They knew that they were God's children, and that His protecting presence was about them, and so instead of weeping and bewailing their sad lot, they laughed and sang.

Like those early disciples we too have our times of hardship—there is a cross for us to bear. "If any man would be my disciple," said Jesus, "let him take up his cross daily and follow Me." "Disciple," then, means "Cross-bearer," and so every Christian has some load to bear. Perhaps it is a physical infirmity, perhaps a secret sorrow, perhaps an anxiety that is weighing down the mind, perhaps a bad habit so firmly fixed in his nature that all his efforts to cast it off seem unavailing, perhaps . . . but, oh, there are so many different crosses that it is hopeless to try and enumerate them all. Do you want that burden, whatever it is to be lighter? "Do you want the pains, and the anxiety, and all the sad weariness of life to be lessened? Then laugh—not a hard cynical cackle with no real mirth behind, (for that sort of mirth makes the world take on a still sadder hue), but a laugh of real joy and gladness—joy, because you know that God has judged you worthy to suffer for His sake; and gladness, because you know that His loving hand will help you to bear the burden.

There are times, perhaps, when we feel down-hearted, out-of-sorts, miserable; life seems a weariness—hardly worth the living. Do we try to diagnose our complaint? "Run down in health," you say. Yes, possibly; but may there not be another reason? How about the spiritual health, is all well with the soul? Perhaps we have been playing the prodigal, living our lives away from the Father's love. If so, no wonder we feel low-spirited. "We must arise; return, and confess 'Father, I have sinned,'" and then the Lord will put laughter in our lips, and joy and gladness in our hearts, and sorrow and sighing will flee away.

The boys and girls of the London Foundling Hospital have left their Bloomsbury home and proceeded to their camp near Pangbourne, where they will stay till their Redhill building is ready.

A handsome seat, the gift of Mrs. Fish, has been placed on the sixth form cricket ground of Harrow School in memory of the late Archdeacon Fish, of Bath, who was at the school from 1875-1880.

—*British Wireless*.

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KWANGTUNG REVOLT.

AGAINST FORCED BUYING OF BONDS.

Complaints by people in the interior of Kwangtung against the arbitrary actions of officers who have been entrusted with the selling of the bonds of the Internal Loan are reported to be pouring into Canton, despite the fact that many officers have been arrested and exemplary punishment meted out to them.

The people have formed themselves together under the banner of the Association of Farmers (which in its conception was intended by the Kuomintang to counteract the tendencies of the people to drift apart—from the Government) to resist further compulsory buying of Government bonds.

The inhabitants in the Eastern districts have already manifested their resistance by driving out the agents and their guards, and the people of Yum Chow and Lim Chow have ceased to recognise the Nationalist regime.

Already riots have been reported from several places where the agents' treatment of the people has been tactless and overbearing. There riots are ascribed by the Government organs to the under-hand schemes of the enemies of the Government. The complaints of the people are said to have reached the ears of General Chang Kai-shek, who has ordered his secret agents to keep him informed of everything that is going on in Canton and elsewhere.

Lieutenant Colonel Sir Walter Gibbons has been elected chairman of the council for the Royal Botanic Society of London in succession to the late Sir William Dunn.

In addition to the mosque which was opened at Southfields, it is understood that work on the great London Mosque will start shortly. A third mosque is to be erected in the neighbourhood of Dulwich.

EMBEZZLEMENT CASE.

SHROFF WHO WAS HARD UP.

A shroff in the employ of Kwong Hing, a Japanese imports and exports firm, of No. 11, Douglas Street, appeared before Mr. R. E. Lindsell, at the Central Magistracy this morning, on a charge of embezzling and appropriating to his own purposes, a sum of \$254.75, monies which he collected for his employers.

Sub-Inspector Lane, prosecuting, said that the defendant was employed on a salary of \$30, and the only statement he made, in reply to the charge, was that he had not been paid his salary regularly and used the money in lieu of it.

In reply to a question from the Bench, defendant said that he was hard up and was compelled to utilise the money to make both ends meet.

The Magistrate, in registering a conviction, passed a sentence of three months' hard labour.

DIPLOMAT HONOURED.

ENGLISH KNIGHTHOOD FOR PERUVIAN.

London, Aug. 20. Dr. Don Ricardo Rivera Sereiber, the Peruvian Charge d'Affaires in London, has been knighted with the British Empire Order in recognition of his valuable services to Anglo-Peruvian relations. This unusual bestowal of an English knighthood marks the termination of Dr. Sereiber's seven years in London. He is shortly going to the Hague as Minister.—*Reuter*.

The Blessing of the Fisheries, part of the national festival which is being held at St. Peter's or the Fisherman's Church, took place at Folkestone. The Bishop of Dover, having blessed the sea from a fishing boat, gave an address in the fish market.

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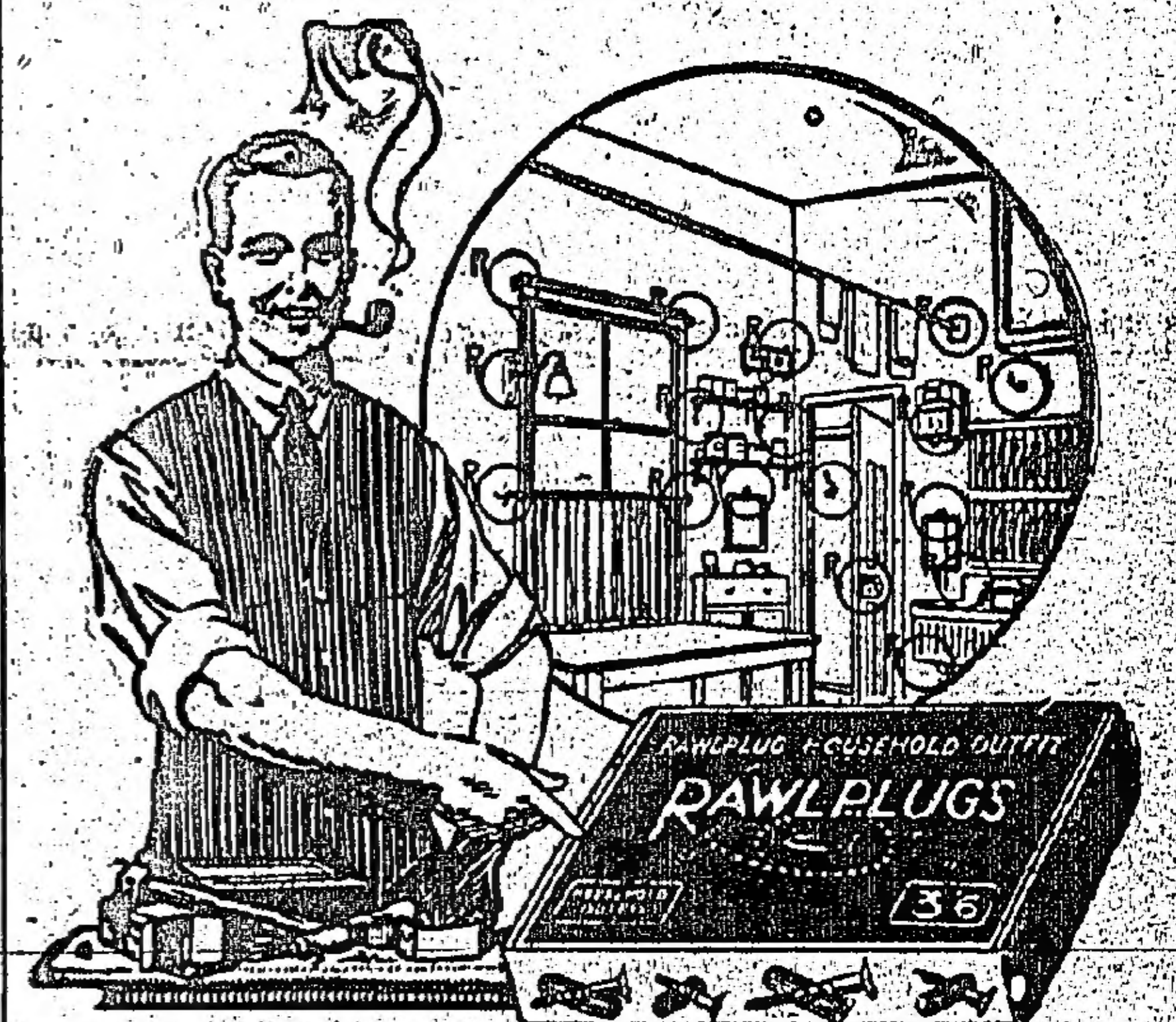
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CHURCH AND STATE.

PRESIDENT'S REPLY.

Mexico City, Aug. 20.

President Calles, replying to the Archbishop's petition, says the liberties sought were specifically defined in the Constitution, which he will not amend. He is unable himself, owing to his political convictions, to submit to Congress any Bill for modification of the religious laws, but he will not hinder any efforts by the Episcopate if the latter try to secure such an amendment.

A Political Fracas.

Two Deputies were mortally wounded. Colonel Gaffin was killed, and Garrido, ex-Governor of Tabasco, was wounded. In the course of a fierce street battle in the capital, the Government forces

TURKISH ACTION.

FOREIGN CHAMBERS OPEN TEMPORARILY.

Constantinople, Aug. 20.

The foreign chambers of commerce dispute is at present subject to diplomatic discussions, and meanwhile they are allowed to reopen. —Reuter.

yesterday, as the result of a political squabble over the appointment of seats in Congress, in which about a score of Deputies participated. They stood on opposite sides of the road and fired across, despite the traffic. A woman in a motorcar was wounded. Patrons of an exclusive cafe stampeded when bullets whizzed through the door, and pedestrians fled to safety. —Reuter's American Service.

ARMED GANG.

ROBBERY FRUSTRATED BY PARTY OF POLICE.

The queer paraphernalia of a gang of armed robbers adorned the prosecutors' table at the Kowloon Magistracy yesterday afternoon when three men who were believed to have been on their way to commit a robbery but were intercepted by the Police, appeared before Mr. J. H. B. Nibell and Major G. Willson on charges of unlawful possession of one revolver loaded in four chambers, three daggers, and other instruments fit for an unlawful purpose.

The instruments, all of which were produced in court, comprised a girdle used by the average Chinese coolie and alleged by the Police to be fit for gagging victims, two torches which consisted of rattan twisted together, and three electric crackers, stated to be used for the purpose of alarming persons who were held up, as the revolver found on the person of the first defendant was defective.

In answer to the charges the first defendant admitted possession of the revolver and the instruments. The latter he said were given to him by a friend for various uses. He was told to keep the girdle and never to give it away, while the torches were handed to him after a theatrical performance in Hungghom, so as to assist him in the darkness. The crackers had been in his possession for some time past.

The second defendant claimed one of the daggers and said that he used it to dig medicine roots with, but he denied possession of the other articles.

The third defendant denied all knowledge of the weapons and pleaded that he was not acquainted with the other two defendants.

Robbery Planned.

Prosecuting Sub-Inspector Stimson, said that on August 11, he received certain information that an armed robbery had been planned for that night at Ngau Tau Kok by four men who would be armed with a revolver and three daggers.

Under Sub-Inspector Stimson and Sergeant Kennedy, a party of Police went to Tai Wan, leaving the station at 8 p.m. The party went into concealment on either side of the roadway and awaited the arrival of the four men. At about a quarter to eleven four men were seen coming from the direction of Hungghom, walking in single file about two yards away from each other.

On reaching the spot where the Police were hiding, the men were taken by surprise and three of them arrested. The other managed to escape by running towards the sea.

The three men were searched and on the person of the first defendant, a revolver, a girdle, three crackers and two torches were found, while a dagger was discovered in the possession of the second defendant. On the ground near the third defendant a detective picked up a dagger.

The party was returning to the Police station when Sergeant Kennedy found a dagger near where the fourth man was seen to run.

Frightened of the Dark.

The third defendant was asked by the Court if he was in the same party as the others and he replied that he was walking along the road which at that time of the night was deserted but for three men who were in front of him. He immediately quickened his steps and caught up to the men, as he wanted company along the road. He did not know them. Evidence was then called, bearing out Sub-Inspector Stimson's outline. A Chinese detective said that after the fourth man had run away, he fired a few rounds at the fugitive but without success.

After hearing the evidence the third defendant made a statement in which he said that he was on his way to see a friend. He was remanded till next Friday for his friend to be called. The other two defendants were each sentenced to three years' hard labour on the first charge and an additional year on the second count.

Mother and Son.

A young Chinese residing at an unnumbered house in Bates Street, was sentenced to three years' hard labour for being in possession of two fully loaded revolvers which were found in his cubicle. The defendant's mother, who is the principal tenant of the floor, was also charged, but was acquitted.

DISARMAMENT.

BRITISH COMMENTS.

London, Aug. 20.

The papers give prominence to Mr. Kellogg's speech at Plattsburgh, and reciprocate the expressions of goodwill.

The Morning Post quotes Mr. Kellogg as saying the competition in armaments leads to mutual distrust and fear. The Post says it is the other way round, therefore the inducement to create armaments must be removed by means of an amicable agreement, which it points out is being pursued in the Balkans, whereas, it declares, the deliberations of the sub-committee of the League's disarmament committee produce deplorable differences of opinion.

The Daily Chronicle says it is evident Mr. Kellogg wishes to combat the obstructionism of certain continental powers by the weapon of publicity. The Chronicle hopes Britain will help him in this. —Reuter.

THE TANGIER QUESTION.

SPAIN'S POSITION DISCUSSED.

Paris, August 20.

Many of the papers are dealing with the question of Tangier.

The Petit Parisien thinks it reasonable to wait for Spain to give expression of a concrete form before expressing an opinion. It adds that Franco-Spanish co-operation in Morocco has yielded too satisfactory results not to consider her re-vindication with the greatest willingness.

The Journal says Madrid's arguments do not lack logic, and the Spanish claims do not affect France's essential interests.

The Matin states that the French Government stands by the letter of the treaties, and Tangier's statute can be revised only by the powers that drafted it. —Havas.

ART AND BUSINESS.

PICTORIAL PART IN ADVERTISING.

"Those who are responsible for running industries must realise that, with the help of the artist, they can produce goods which have a better appeal because of their more pleasing shapes, colours, or designs. Beauty pays!" This is the burden of a plea advanced by Mr. Thomas Bell F.R.P.S., advertising expert to Kodak Ltd., in an article in the Photographic Journal.

Far too much is said about art being useless, pleads Mr. Bell, but men want to be cheerful as well as warm; they want something to think about as well as something to eat. He can see a time coming when beauty, brightness, and colour will displace in our factories and workshops the ugliness, gloom, and drabness which now too frequently exist.

Service to Humanity.

The artists must get down to the fact that art can help industry. In this connection Mr. Bell quotes a passage from Mr. Frank Brangwyn, R.A., who says: "I am all for breaking down the barrier that divides art and business; for both, if they are well done, are parts of the same thing—service to humanity. As to selling your work, it is quite immaterial whether your client is a king, a dignitary of the Church, or a soap-boiler, as long as what you do is really worthy of what you are capable of doing. I want art to be more useful, comforting, and helpful to the people."

Mr. Bell believes that art can help practically every industry, and cites as an example patent foods, which might be packed in more pleasing packets with labels that do not offend the eye.

Finally, Mr. Bell urges that there is more room for art in advertising. It is estimated that nearly a hundred million pounds are spent every year in various forms of advertising. The money paid for the pictorial part of the advertising is often insignificant in comparison. If it is worth while, argues Mr. Bell, to spend so much money on the placing of the advertisement, it is surely worth while to spend money on its illustration.

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WOMEN'S INTERESTS



Shadow lace summer dress is pictured on the left, and a lemon yellow crepe de chine and chiffon model on the right.

COLOURS AND EMBROIDERIES.

Nile green is one of the loveliest of the soft pale colours sponsored by Paris; a certain shade of rose is a charming hue; a brighter tint of red is veiled with cream or black lace; and a pastel blue is the wear of the blonde. A mingling of the pink, that is almost blush-rose with green, is rather well worn.

Pearls on white are shown on some of the smartest toilettes, for the woman who dons white may be quite certain that she is in the foremost ranks of fashion. Cabochon jewels, paillettes in novel shapes, and sometimes so tiny that they look like dew-drops or points of light, are worked up into sprays of flowers and trails of leaves so heavily massed that they look as if they had been laid on the forearm. But they are really embroidered on fine net, hence the importance of the fitted fourreau and the value of the shimmering crepe satin.

If you have any such jewels as Rhine stones, moonstones, garnets, or little stones of any kind, use them as the motif of embroideries or have them worked into shoe decorations, for the evening shoes are a feature of a well-planned toilette, and they too must shine and shimmer. Lace is used again, and sometimes it has fine embroideries in running scroll design following the pattern.

Lovely gowns of the extravagant period of the Kings of France whose names were Louis are shaped to outline the figure in satin of a new make and very rich quality. These have embroidered insets in a contrast springing from the hips and moulded to

WASHING TOILET BRUSHES.

Toilet brushes require special care to keep the bristles from getting soft and useless.

Dissolve two tablespoonfuls of powdered borax in a little boiling water. Put 2 quarts lukewarm water into a flat dish, add the borax and a little melted soap.

Dab the brush up and down in this, taking care that the water does not touch the back of the brush. Indeed, to prevent that, it is a good plan to smear the back lightly with a little vaseline.

Rinse the brush thoroughly, first in warm, then in cold, salt water. The salt keeps the bristles crisp, and a good colour. Tie a piece of string to the handle, and dry in the open air if possible.

An ivory back is improved by being placed in the sunlight for an hour or two; it should be kept wet with soapy water, in case it warps. The soapy lather is washed off and the ivory rinsed and dried.

Tortoiseshell is cleaned with a little rotten stone and oil, and polished with a leather.

break into slight fullness. Two colours are used, and black set into white satin is a favourite mélange.

No waist-belt must be worn, nothing to mark the waist in any way. Flounces, however, are sometimes put at the sides of a frock, and long fringes fall gracefully from the hips. Old Persian designs are reproduced in pale colours, and a contrast of two pale tints with one embroidered in silver straws or tiny gold paillettes can be worked up into a charming toilette.

GOLD CHAINS FOR LINGERIE.

One of our daily problems is how to solve the great shoulder-strap question. We are growing more and more to admire a neat, definite, clear-cut appearance, and to dislike the wandering ribbons of various colours which creep over the shoulders of hasty dressers. Some underclothes are made without any straps, but this is not a real success—the alternative elastic top is either so loose that the garment slips down to one's waist, or so tight that it stops all circulation and makes an unsightly mark into the bargain. Paris jewellers make for their wealthy clients gold or jewelled chains which either clip on to the lingerie, or finish with a little straight bar like a watch guard, which is passed through a loop worked on to the material. This is rather an expensive fad, and the idea of sewing a short piece of ribbon inside the shoulders of each frock with a press-stud and fastener on its ends, and clipping one's shoulder-straps all together inside it is quite a good one.

CHIFFON FLOWERS.

The latest flowers worn on the shoulders of evening frocks are made of chiffon, in pale colours. Large single flowers, without much foliage are used, and are placed rather far back on the shoulder—sometimes when the frock is cut very low in the back, they are actually worn fixed on the back of the shoulder strap. They do not match the frock, but are made in some flower colour which harmonises with it.



Three-piece outfit in blue and green, and a pink silk with one of the new ruff collars.

A NEW "SHOE GLOVE."

A new type of protective foot-gear is "shoe glove" designed to protect the shoe and ankle from rain, mud or slush while preserving the natural contour of the ankle and eliminating the disadvantages of goloshes. The glove is made of pure rubber and is so designed as to cover the foot to a point well above the ankle. A cut-out is provided for the heel to protrude. The rubber hugs the foot closely, giving a neat, trim appearance. The article is designed particularly for a favoured short vamp low shoe, but its elasticity provides adjustment to any size of toe, heel, instep or ankle. The shoe is available in black, brown, grey and nude shades. The rubber surface is brocaded and is set off by front-face trimming, banding and cuff. Spring snaps are provided for closing. The rubber cleans easily and will not soil the stocking or shoes, according to the manufacturers.



Here is seen a "coat of many colours" and one of the medium-sized sport felt hats.

NOTES FROM PARIS.

Pumps of Panama straw, or of woven raffia or braided leather, are much liked for summer. They may not be cooler than kid or canvas, but at least they look as if they were.

For summer dances, the simple frock of pastel coloured chiffon with handkerchief points or an irregular hemline of some sort and a molded bodice, is a wise purchase.

Since black chiffon and black lace have become so popular for evening, the diamond earring has been re-established in the mode.

There seems no trend in favour of long hair, and the most smartly dressed women are closely shingled. Occasionally part of the hair is allowed to be long enough to be worn in biscuits over the ears.

Diamond shoulder straps give a formal air to a very simple evening frock of layers of rose coloured chiffon.

Lace pockets are a novel touch on the new chiffon frocks—usually dyed to match the exact shade of the frock.

Polka dot frocks are seen everywhere—the most dashing are those of white with large red coin spots.

Some of the very smartest of chiffon and satin evening frocks have girdles of velvet, a shade or so deeper in value than the frock.

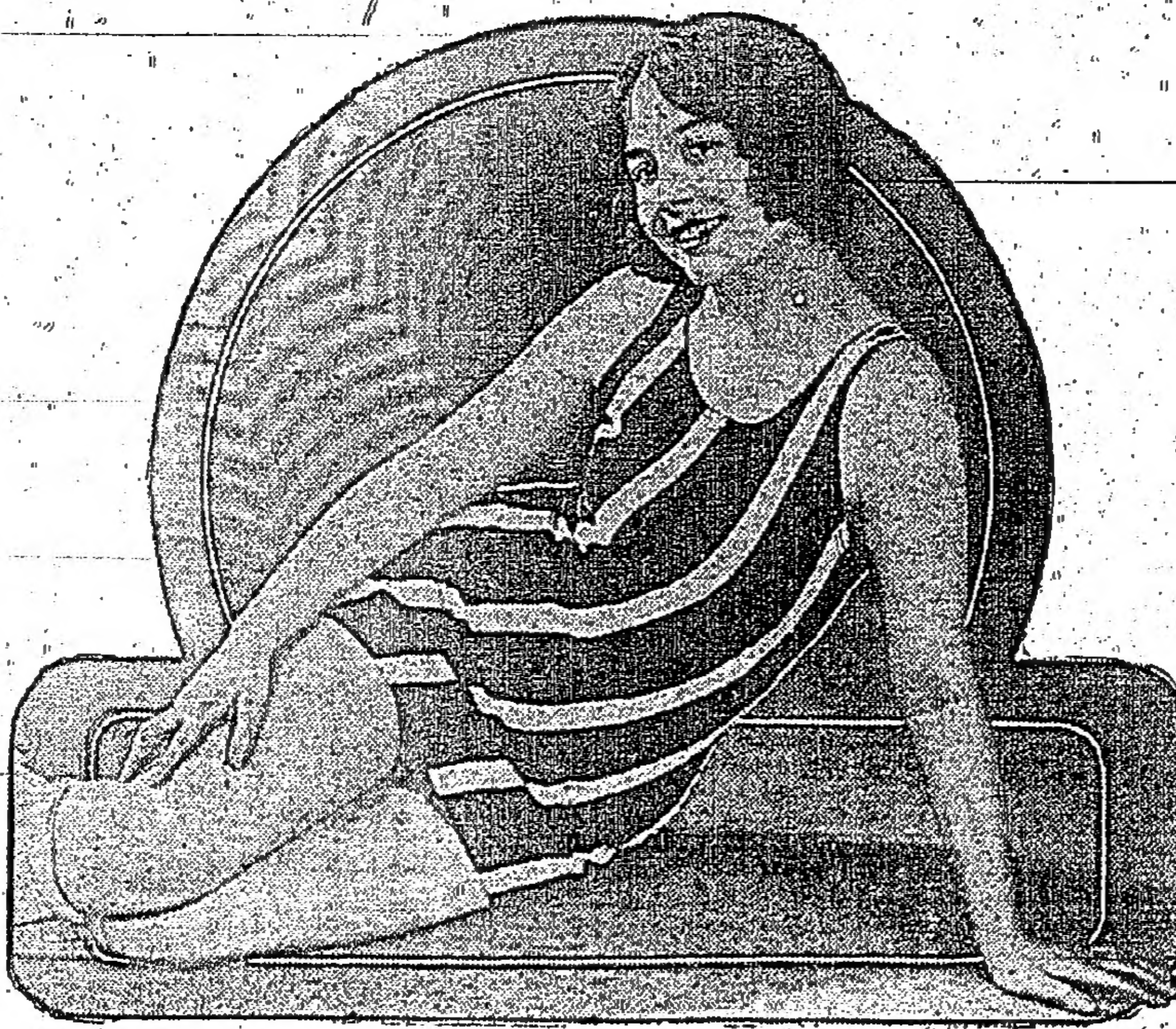
An attractive model for summer sport wear is of white crepe de chine with a double pleated jabot in front, and a pleated section in the front of the skirt.

Summer lingerie of printed voile is bound with ribbon or with coloured organdie, and made on very serviceable, tailored lines.

Yellow felt hats are extremely smart with all white outfits, and so are those of yellow and parrot-green in combination.

There is a tendency in Paris to use girdles and belts that outline the hips sharply, with skirts that flare below the knees.

The shoulder bow with ends that hang to the waistline is one of the pert touches on the summer frocks.



One of the new striped bathing suits now being worn in Paris, by the long distance swimmers.

NUDE COLOURS.

This might be called the nude age of fashions. Both because women are wearing fewer clothes than they ever have and because nude colours are those most in demand.

Nude effects in colours rule throughout the entire list of feminine apparel. Stockings are nude; shoes are nude; frocks, hats, and wraps are nude; gloves, handbags, undergarments, laces and furs are nude. One can't be dressed off-colour if one is dressed in nude tones. For smart sport wear, nude colours are those most popular with women of taste. For afternoon wear, the frock of nude chiffon or lace is considered far smarter than the flowered chiffon or the colourful frock. And even for evening occasions we find that the various so-called nude shades are those most sought after by the fashionably dressed.

Of course, no one insists upon a monotonous nude effect, for that would soon become monotonous. There must always be some bright shade added as a high light for the nude ensemble. Perhaps, it is a handkerchief, a corsage, or a

Nude shades range from pale tans, rose tans, beige, pastel yellows, flesh pinks, etc., to actual nude shades which tone perfectly with the colour of the flesh. They are particularly becoming to blondes in the lighter shadings. Brunettes find that rose nude tones are best suited to their colouring.

Recently introduced are felt hats of nude shades and these are becoming to the majority of women. Where the frock is of a vivid shade, the trimming such as collar, cuffs, buttons and piping is often carried out in tan or nude tones. Gloves, handbags and accessories are often loveliest in those soft tones which correspond with hosiery and shoes and aid in carrying out a harmonizing colour effect.

Of course, no one insists upon a monotonous nude effect, for that would soon become monotonous. There must always be some bright shade added as a high light for the nude ensemble. Perhaps, it is a handkerchief, a corsage, or a

ODD AND ENDS.

If the ticking of a watch disturbs an invalid, put a tumbler over it, and no sound will be heard.

To clean bead bags, rub the surface with slightly warmed new bread, then gently brush off the crumbs.

Rub over a scorch on linen at once with a cut raw onion. Rinse the linen, and the scorch will be gone.

A very little glycerine rubbed on to window panes prevents their being marked by steam.

A lump of camphor in the silver chest prevents silver from tarnishing.

A lump of sugar in the cheese dish, keeps the cheese from moulding.

THIS WEEK'S RECIPE.

ORANGE JUMBLES.

One-half cup butter, 1 1/4 cups sugar, 4 tablespoons orange juice, grated rind of one orange, 2 eggs, 2 1/2 cups flour, 2 teaspoons baking powder, 1/4 teaspoon salt.

Cream butter and slowly add sugar, beating until creamy. Beat in orange juice and grated rind. Beat eggs until light and add to first mixture. Mix and sift flour, salt and baking powder and add to first mixture. Knead slightly on moulding board and roll into a thin sheet. Cut with a doughnut cutter and bake in a quick oven.

These little cakes are particularly good with iced tea or lemonade.

SUMMER LINGERIE.

At the Paris races, the gayest possible frocks and hats were seen as were sunshades. These this year are amazingly pretty. Umbrellas have been decorative enough with their handles of lovely stones and highly polished fine wood, from which hang silken tassels, so that our petits-Poucets are easily carried. Some of them are so decorative that they serve as en-tout-cas protection equally against shower or sun.

A sunshade this season without embroidery would really not be worth having. The loveliest silk is used for coverings, and handles are usually thick and have something in the way of a coloured stone worked in. Linings are of silk, often ruched or rucked, but a good many of them are embroidered with large flowers or butterflies in the gayest of colours. Outside flowers are hand-embroidered on the covers. And these flowers are sometimes touched with beads or metal thread to make them rather dazzling on a bright day. The sunshades are small in size; indeed, there are tiny ones all beautifully embroidered and on little handles.

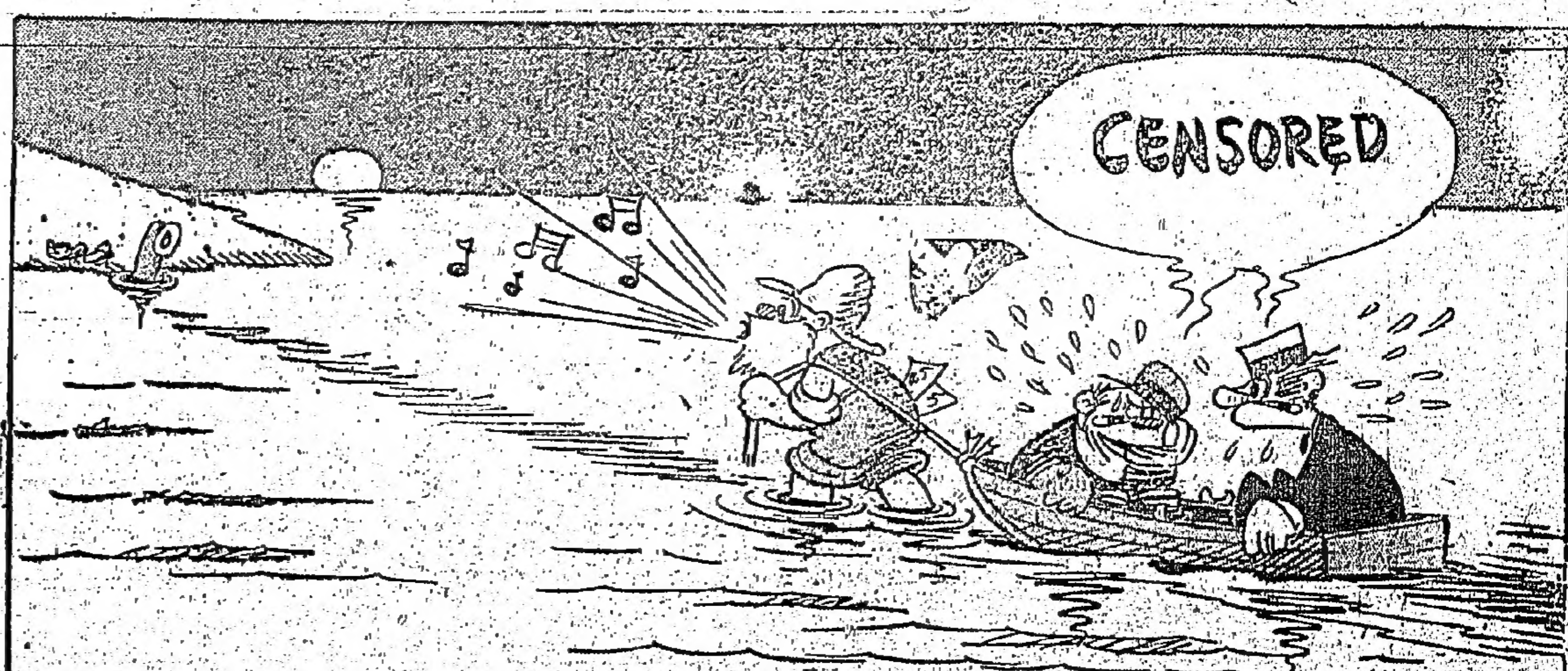
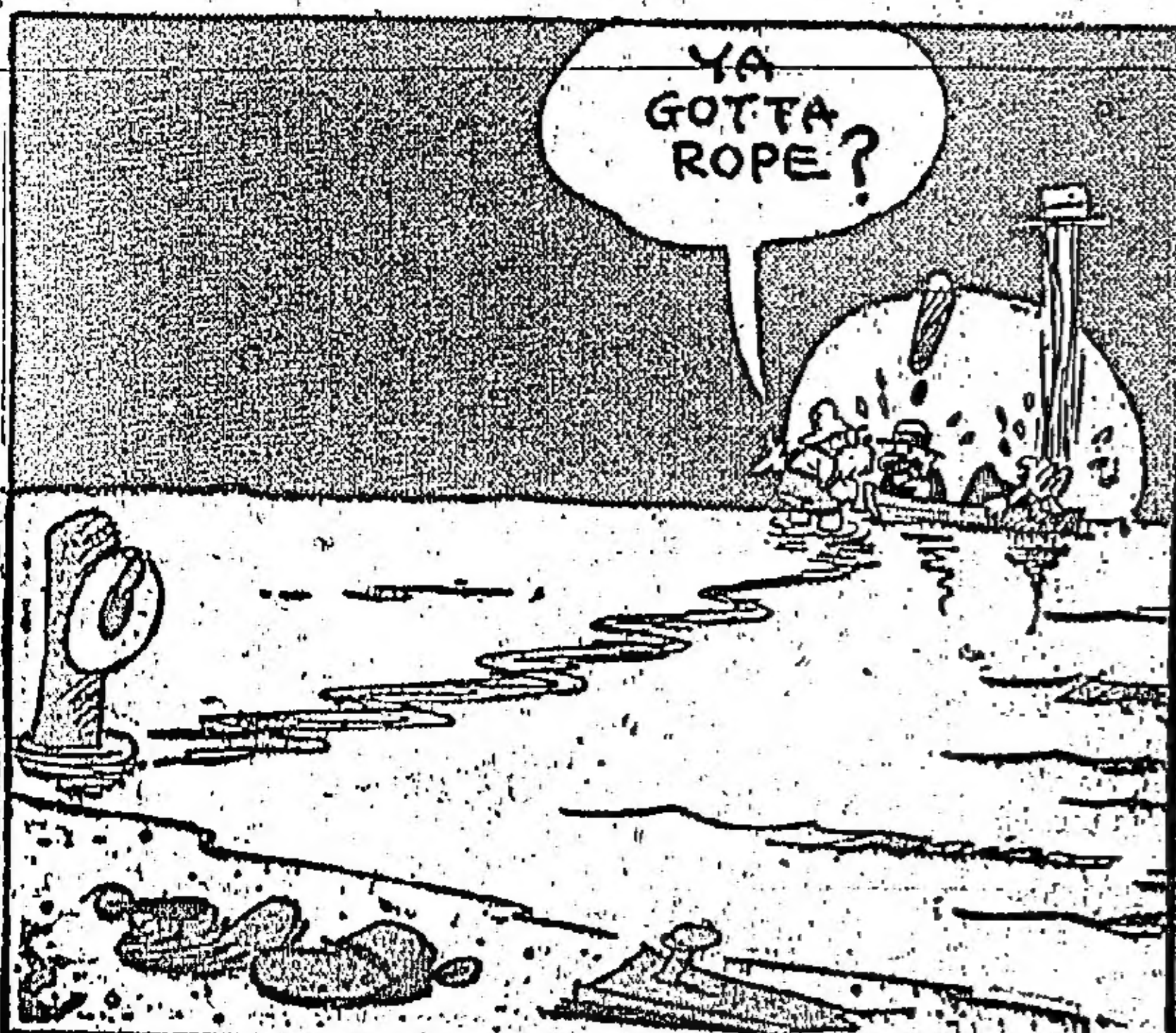
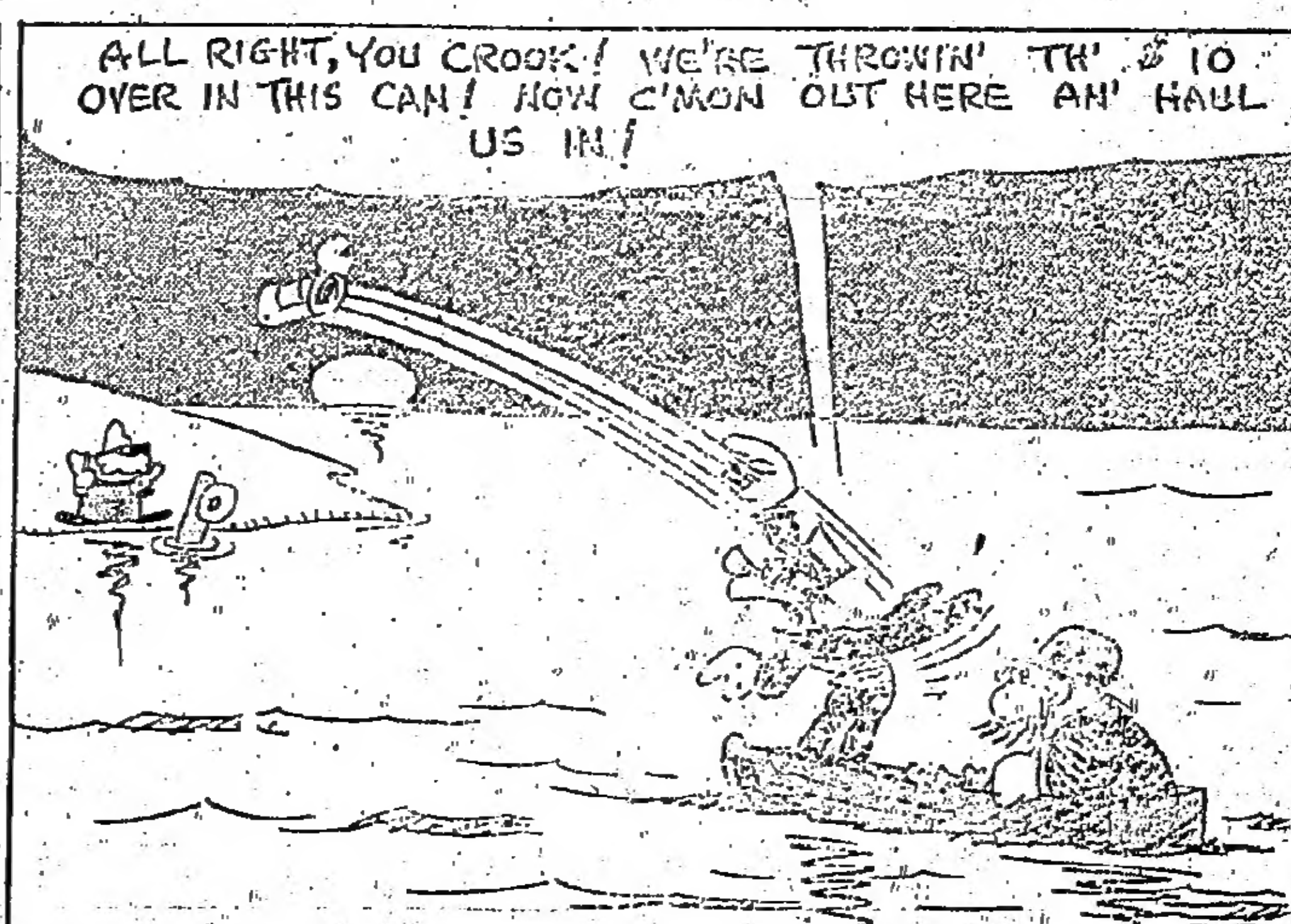
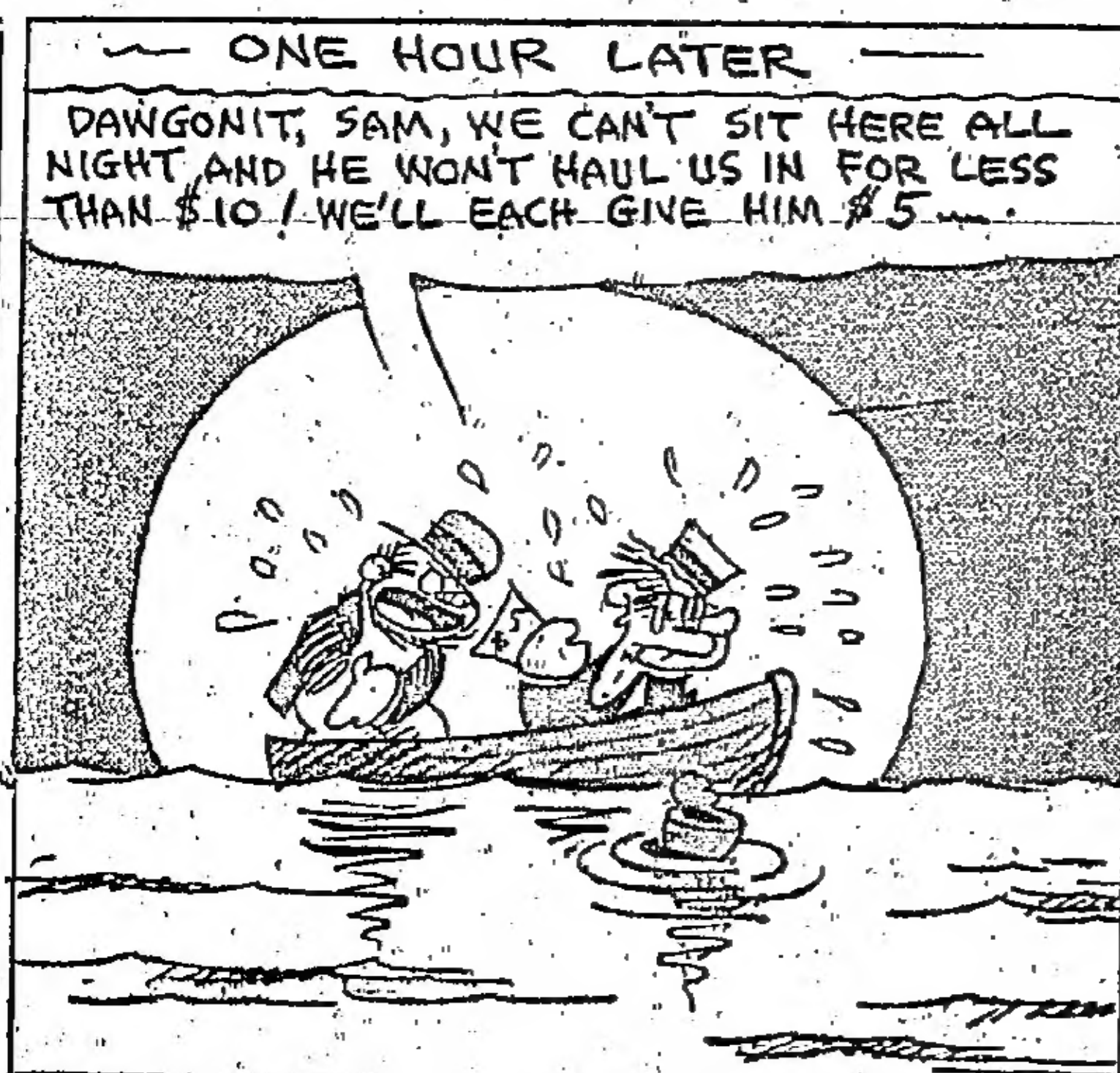
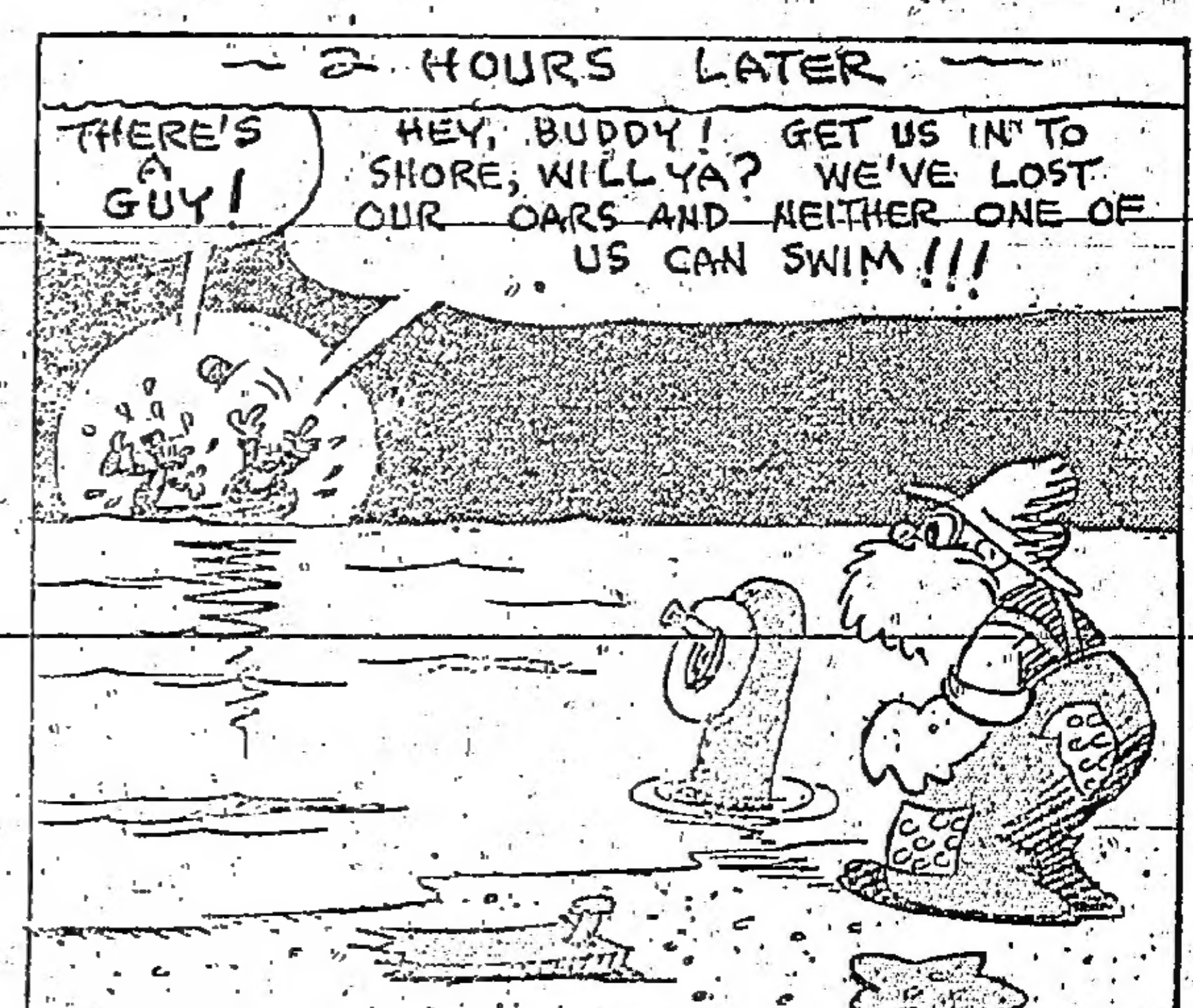
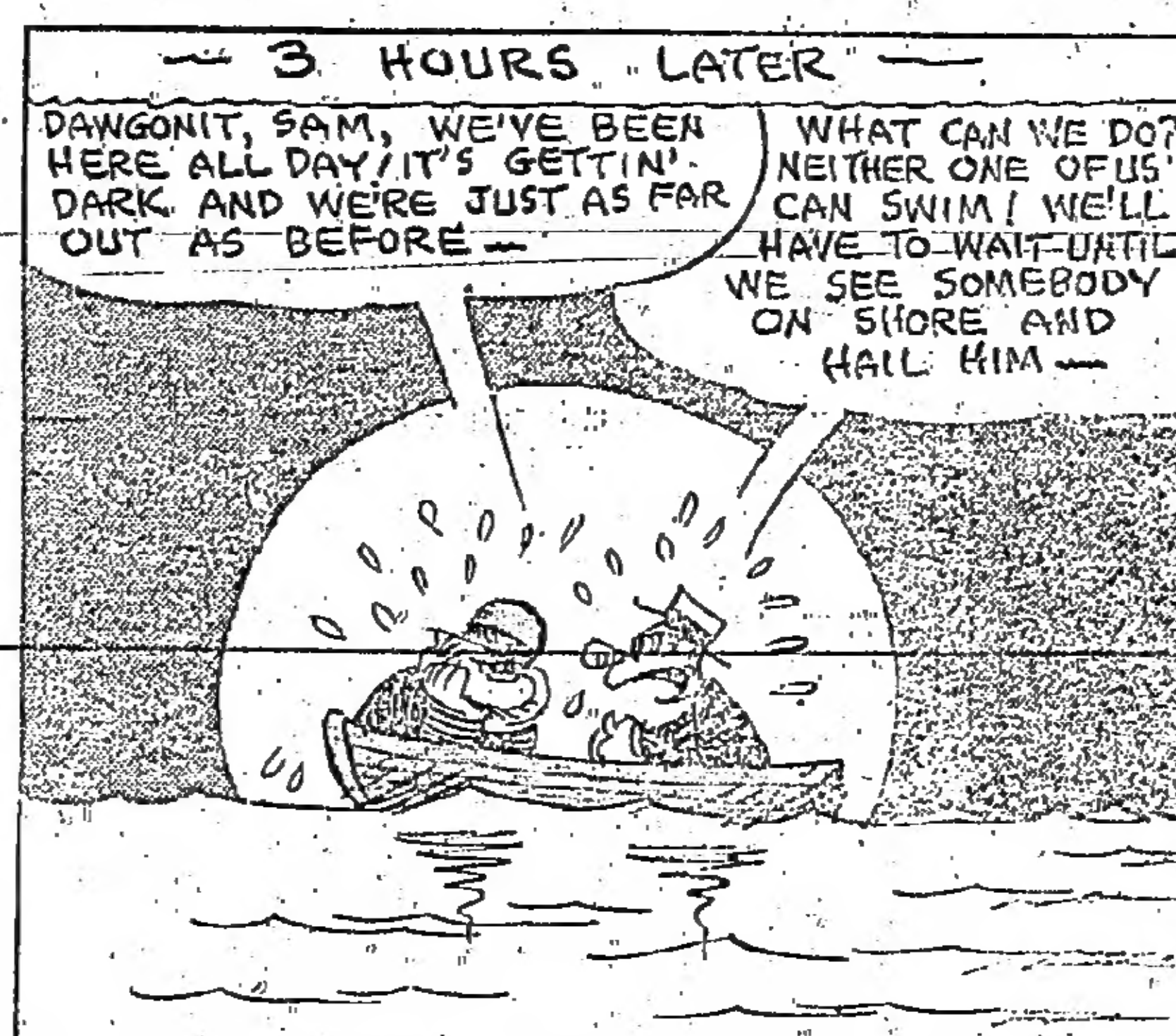
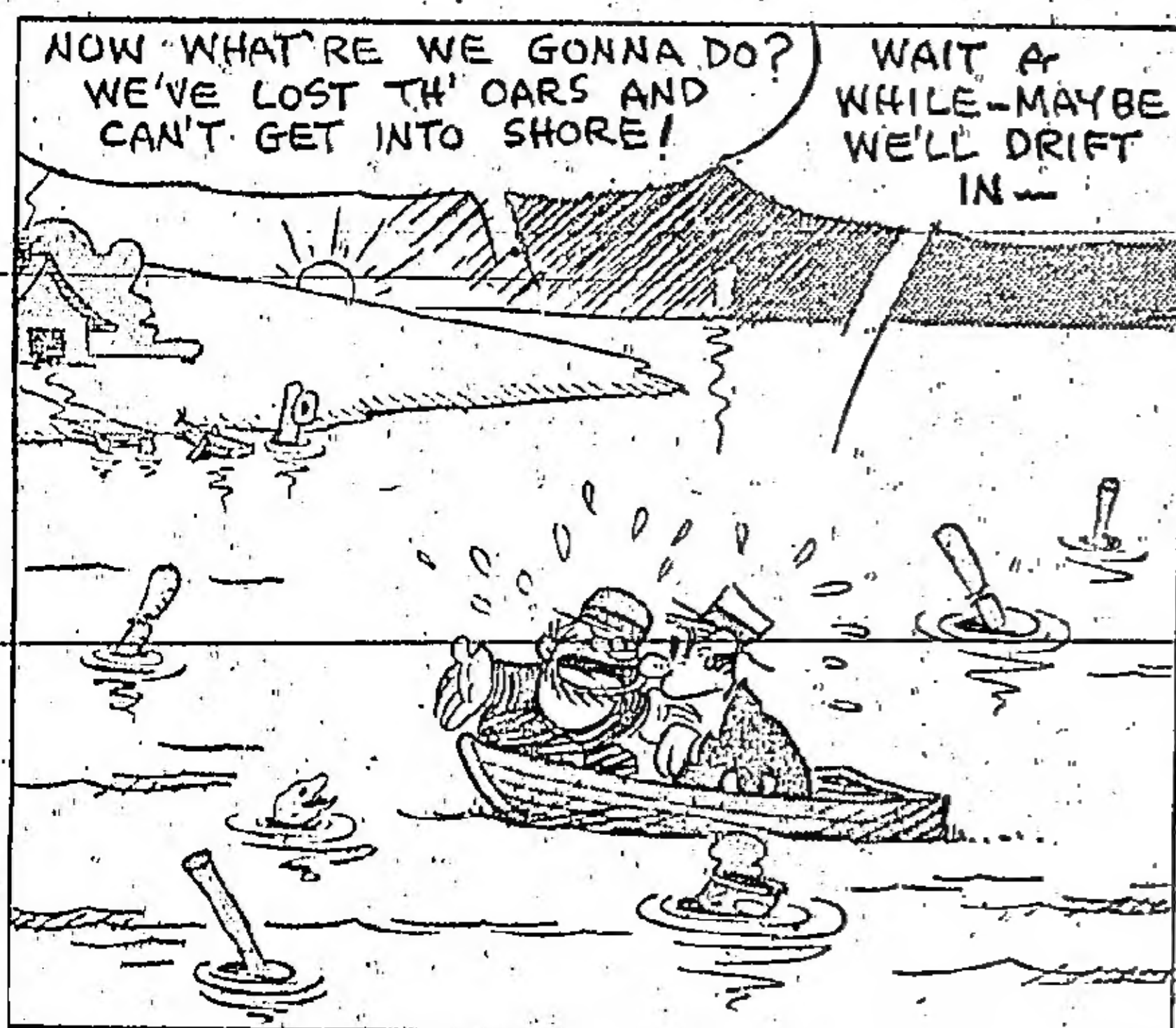
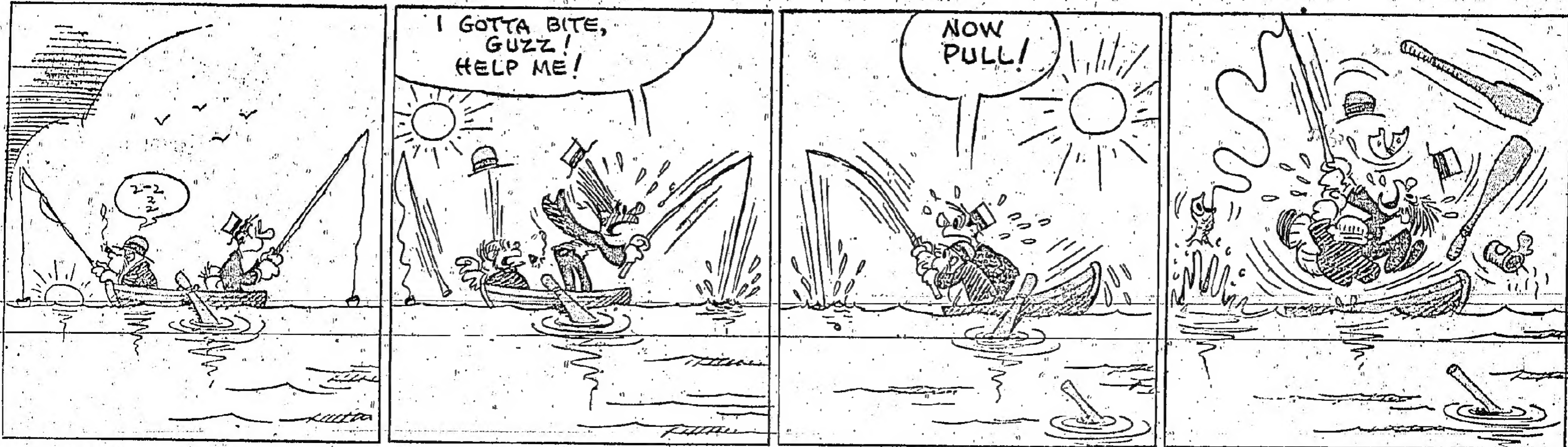
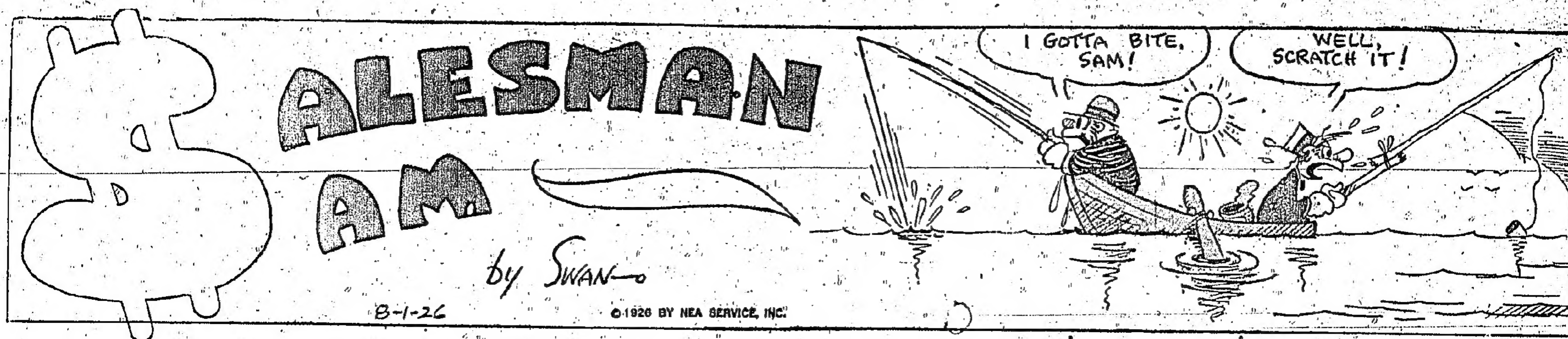
These are intended for use in automobiles, and are very handy, for they just keep the sun out of one's eyes. Sunshades usually match frocks, and some of the more ordinary models are of flowered silk that repeat the colours of the toilette, having the handles, also in coloured wood, very thick, and painted, or inlaid, with the hues of the silken covers.

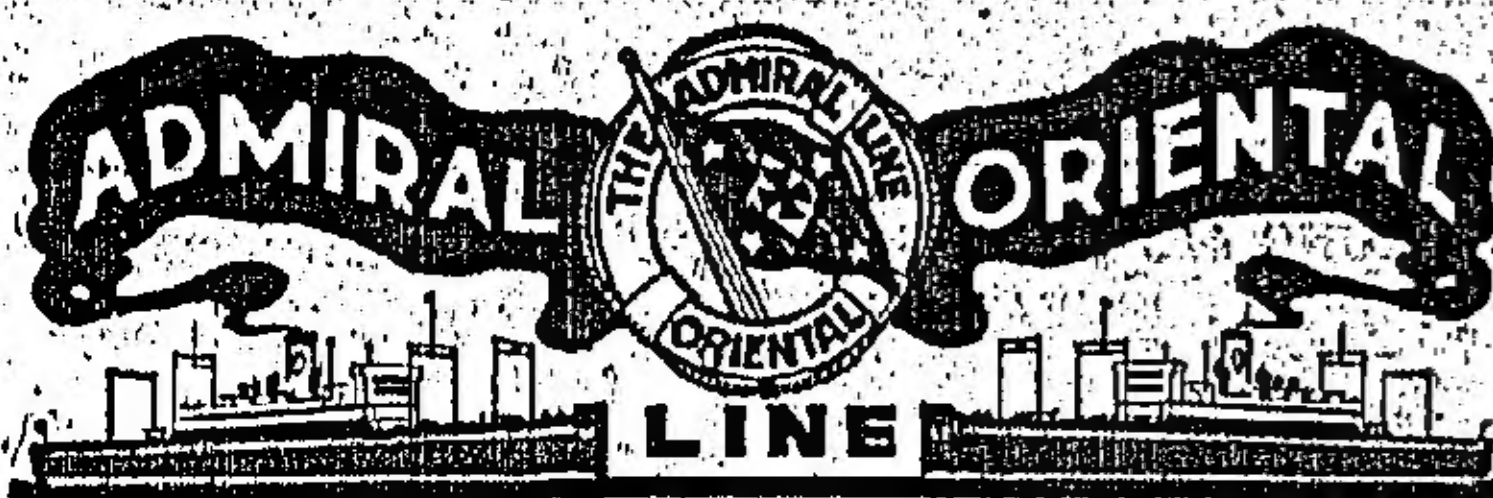
Summer lingerie shows a return to white, though pink is still in favour. There is less lace trimming, but there are some exquisite pieces of handwork, embroidered monograms, and fine net. Necks may be square, pointed or round; and many new designs show tuckings and pleatings. By day and in the evening the idea seems to be to have as few shoulder-straps as possible, as the new three garments in one, made of triple nylon with only one shoulder strap, show. Triple nylon, georgette, crepe-de-chine, and washing satin are still the favourite fabrics.

Summer boudoir wraps of georgette are made unlined and are usually edged with marabout or with a frilled ribbon border; they fold up into a small space. There are still morning tea coats of unlined georgette with a little hand embroidery and ribbon trimming; some of the best have small basket-shaped pockets. Nightcaps for keeping waved heads tidy are being made like tight bonnets, of dyed lace or laced ribbon.



A black chiffon gown featuring a smart black and white shawl.





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S.S. "PRESIDENT GRANT" Sept. 13th, 5.00 p.m.
S.S. "PRESIDENT MADISON" Sept. 25th, 5.00 p.m.

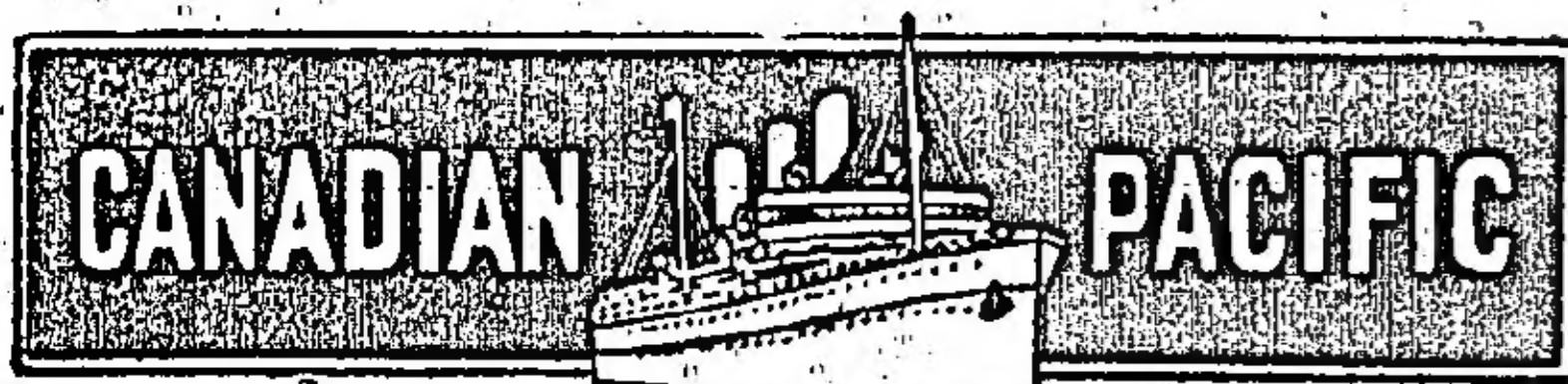
FOR MANILA

S.S. "PRESIDENT JEFFERSON" Aug. 24th, 5.00 p.m.
S.S. "PRESIDENT GRANT" Sept. 5th, 5.00 p.m.
S.S. "PRESIDENT MADISON" Sept. 17th, 5.00 p.m.

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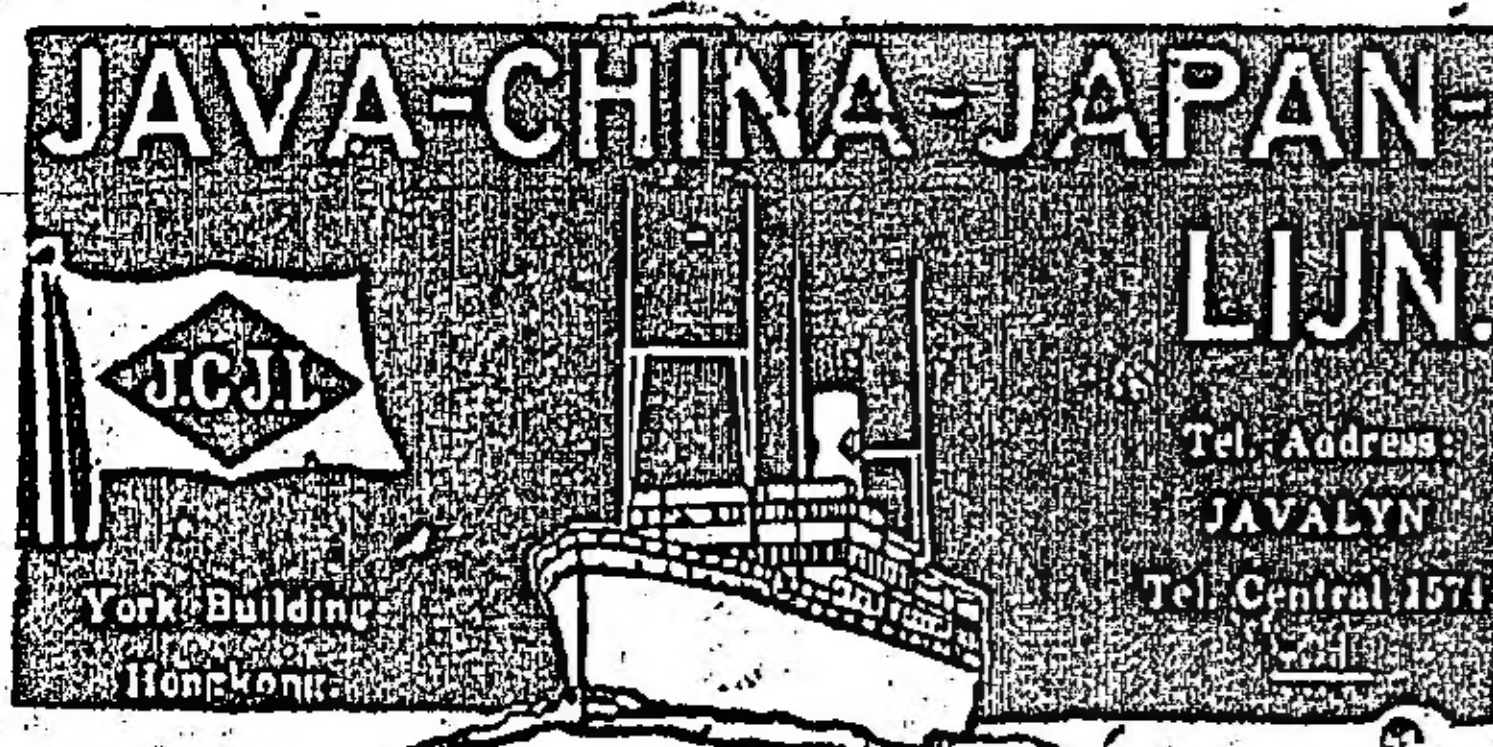
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'ver
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 25	Aug. 27	E/CANADA Aug. 28	Aug. 30
Sept. 8	Sept. 10	E/RUSSIA Sept. 11	Sept. 13

Passenger Department: Tel. C. 752. Cables: "GACANPAQ."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."



REGULAR FORTNIGHTLY SERVICE BETWEEN
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Baron A'san	Java	23 August	23 August	Batavia
Tjikembang	Shanghai	23 August	26 August	Batavia
Stratford	Java	28 August	28 August	Batavia
Tjisalak	N. China	30 August	3rd Sept.	M'kaar & Java
Tjilboet	Java	31 August	3rd Sept.	S'hai N. China
Tjisroen	Batavia	5th Sept.	8th Sept.	Shanghai
Tjitaroen	N. China	16th Sept.	17th Sept.	Batavia

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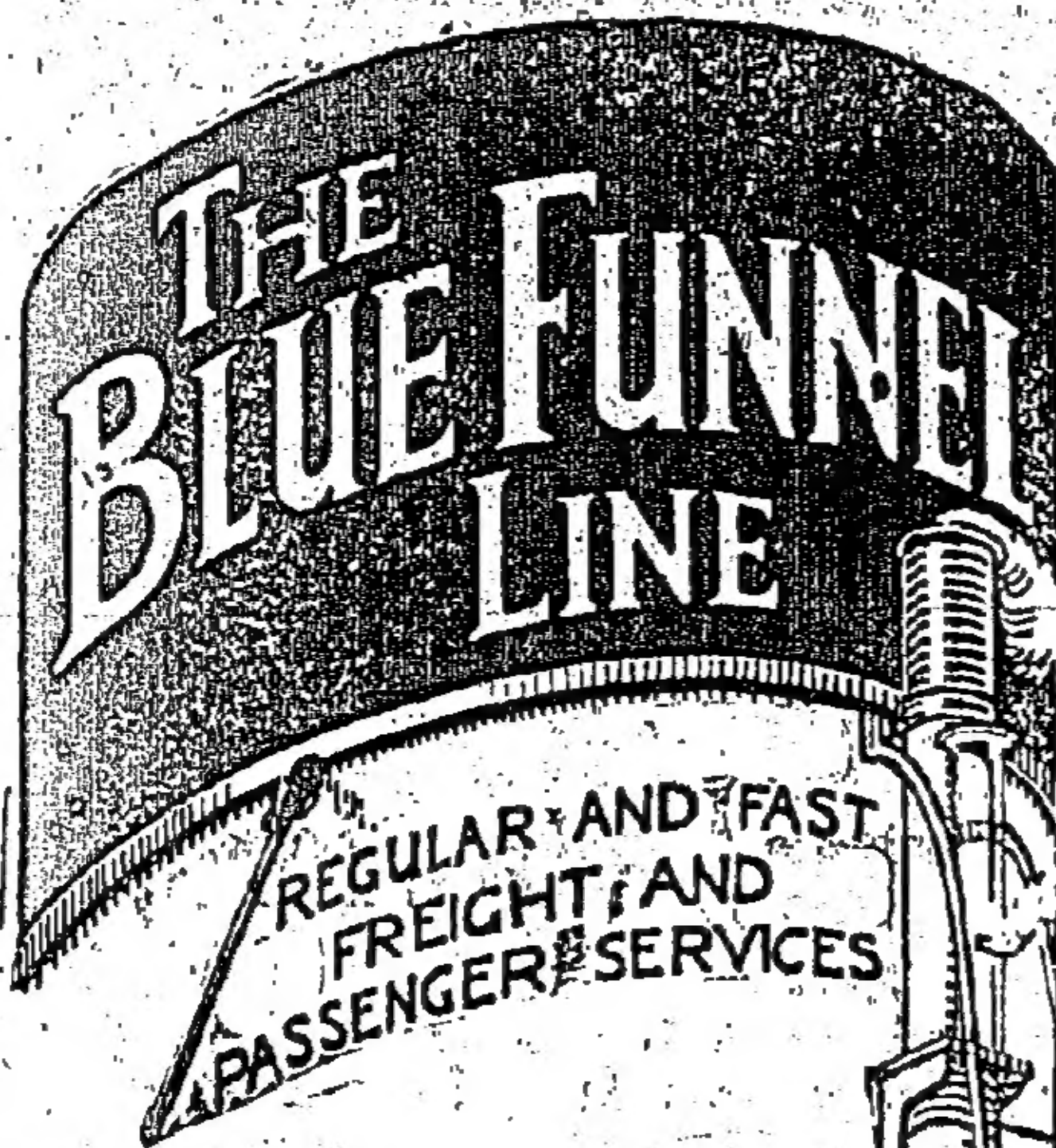
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"SARPEDEM" 31st Sept. Marseilles, London, R'dam & Glasgow
"HELENUS" 21st Sept. Marseilles, London, R'dam & H'burg
"CALOCHAS" 5th Oct. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"TELEMACHOS" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"ATREUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"PROTESILAUS" 26th Aug. Victoria, Vancouver & Seattle.
"TALTHYBIUS" 16th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"DEUCALION" 27th Aug. New York, Boston & Baltimore
"ANTHODORUS" 10th Sept. New York, Boston & Baltimore

PASSENGER SERVICE

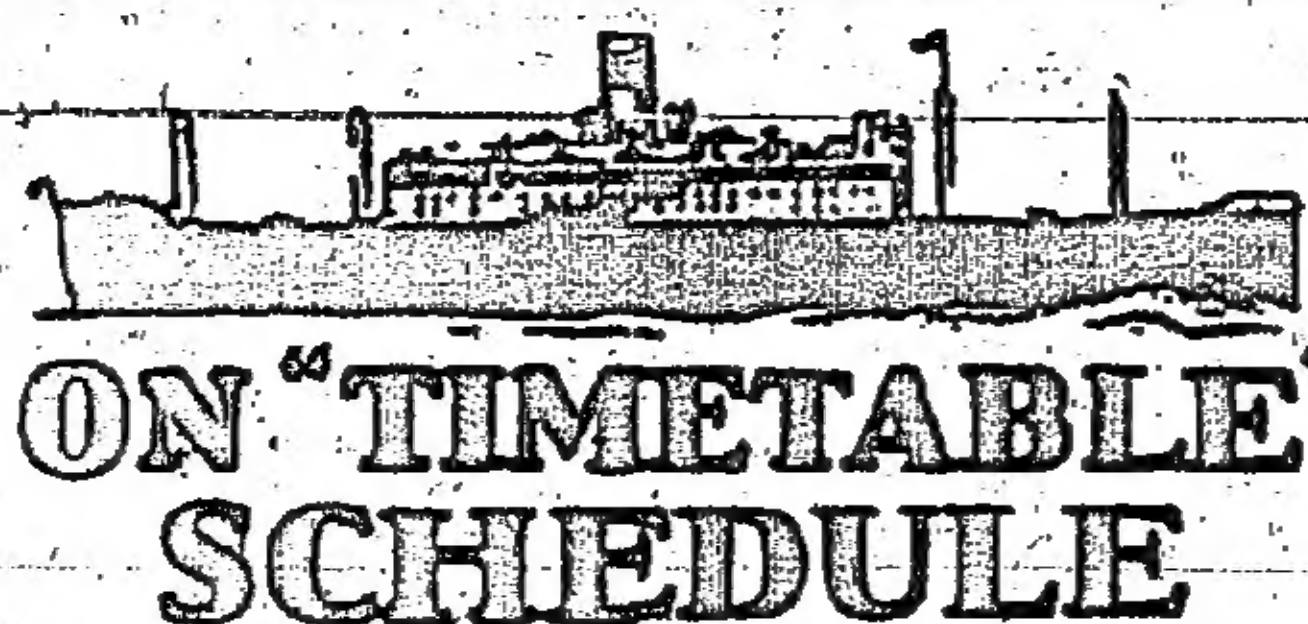
"SARPEDEM" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.

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Pres. Pierce Sept. 12—12 noon
Pres. Taft Sept. 26—12 noon

TO MANILA

Pres. Polk Aug. 31—8.00 a.m.
Pres. Pierce Sept. 3—8.00 p.m.
Pres. Adams Sept. 14—8.00 a.m.

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CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.,
and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Steamer
"TEUCER"

From United Kingdom via Singapore are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after,

20th August

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free-storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th August will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 9th Sept. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.
Hongkong, 20th August 1926.

SERVICES CONTRACTUDES DES MESSAGERIES MARITIMES.

The Steamship

"AMAZONE"
Consignees of Cargo from Marseilles &c. also cargo from La Pallice, Cognac &c. on s/s "Commandant Dorio"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON & STRAITS.
The Steamship

"BENYRACKIE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th ultant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 7th September 1926 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th ultant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 17 August 1926.

delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9.00 a.m. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday the 23rd instant at Noon will be subject to rent and lading charges. All claims must be in to me on or before the Thursday the 26th inst or they will not be recognized.

All damaged packages will be examined on Monday Morning the 23rd instant at 10.00 a.m. by Messrs:—Goddard & Douglas

No Fire insurance has been effected
J. Limage Agent.

Hongkong, 17th August 1926.

COMEDY OF STATUE.

TROUBLE UNLESS BILL IS
PAID.

Shortly, a memorial to Andreas Hofer, the Tyrolean national hero, is to be unveiled at the little picturesque town of Kufstein. There is, however, a rumour that the festivities may not come off, as the statue has not been fully paid for.

The memorial, which is some fourteen feet high, was cast in bronze thirteen years ago by the Tyrolean sculptor, Theodor Khuen, who lived in Vienna. It was to be erected in a square of this city, and the artist, hoping the monument would make his name famous, demanded a moderate price, of which two-thirds was paid to him. The war broke out, and the unveiling had to be postponed.

After the war it was proposed to erect the statue at Kufstein, but no funds were available to pay the rest of the sculptor's fee. In 1922 he died, and his heirs protested against the memorial going to the Tirol. But two years ago the chief parts of it were sent thither without their knowledge, and three weeks ago the rest was transported to Kufstein in secret.

The heirs lodged another protest, whereupon the Memorial Committee offered them a certain sum, but it was not found satisfactory, and unless the two parties come to an agreement the heirs will ask the authorities to step in and prohibit the unveiling of the statue.

Subways at Blackfriars are now linked up with the Underground Station and the new station will be ready in September.

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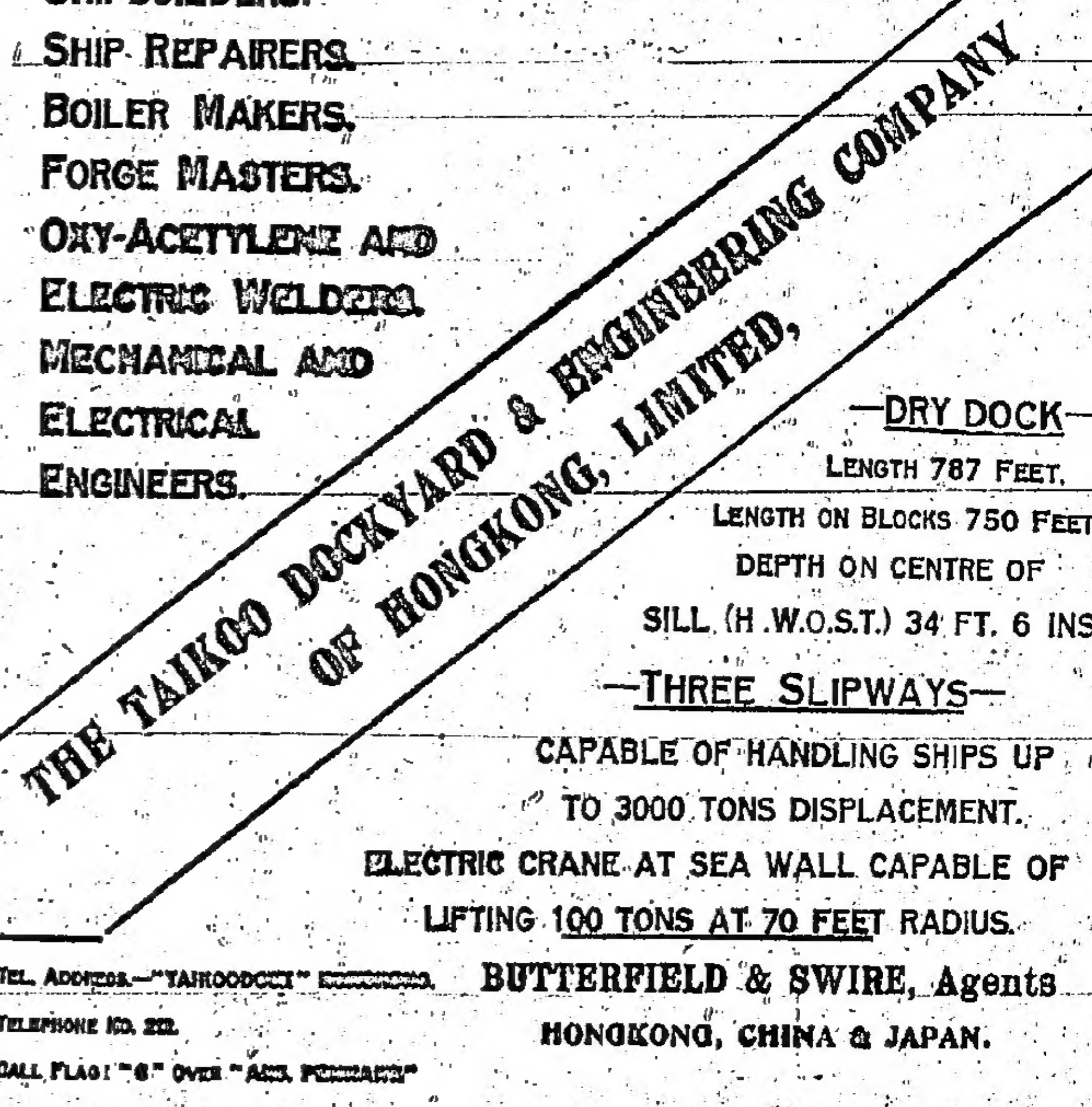
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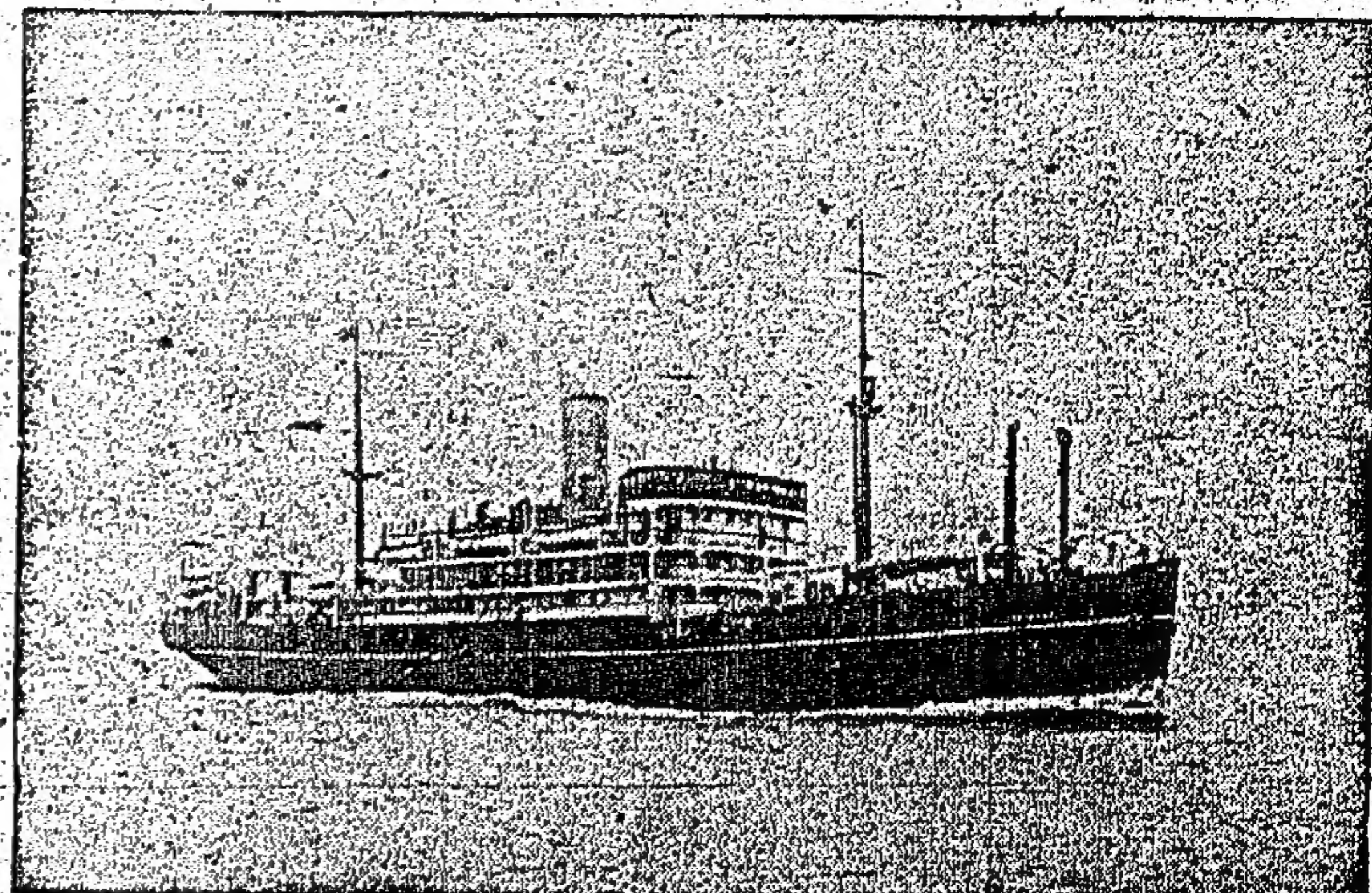
CALL FLAG: "S" OVER "ACT. POWER"

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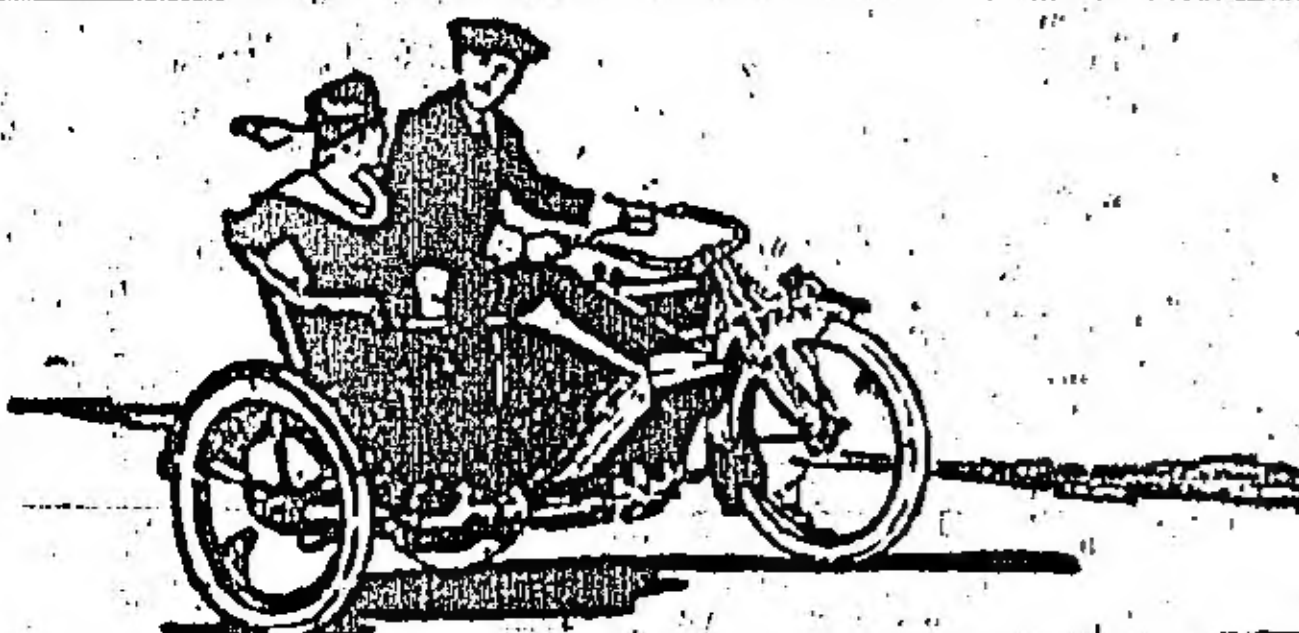
S. S. "TAIPING"

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R. M. DYER, B. SC., M.I.N. A., Kowloon Dock, Hongkong.

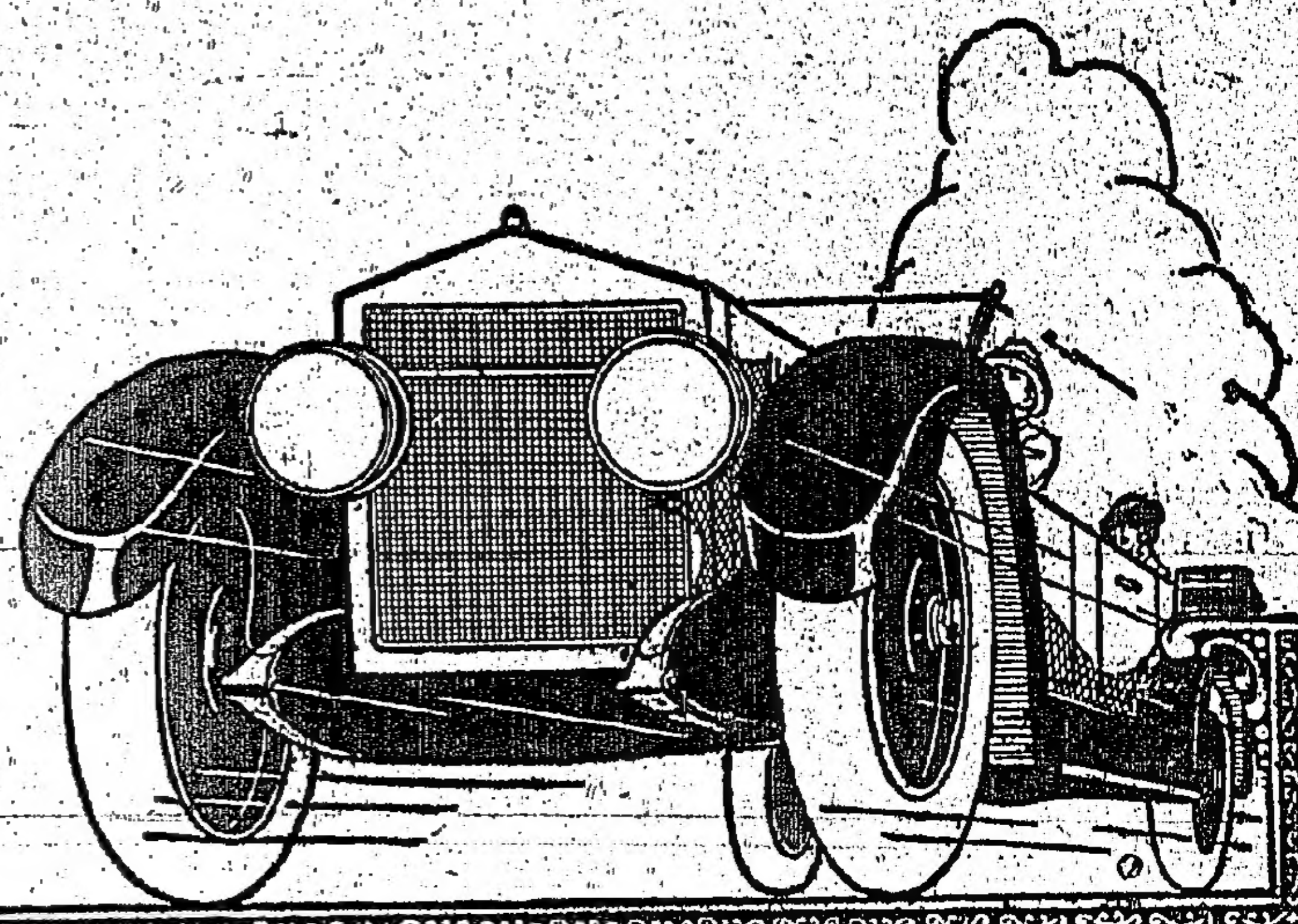
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 21st. AUGUST, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT



Drivers Registration.

The announcement made earlier in the week of the inauguration of a drivers' registration bureau will doubtless meet with the approval of every motorist in the Colony. Drivers themselves have already enrolled in considerable numbers, and car owners requiring a chauffeur may apply to the Honorary Secretary who will send suitable men for the consideration of the prospective employer. The benefits of such a scheme are obvious, and members of the Association should give it their support. There are many unemployed professional drivers, of both Chinese and Indian nationality, many of them excellent men, who are grateful for the institution of the scheme, providing as it does, a medium through which they may be assisted in obtaining employment.

Co-Operation

The suggestion was made in these notes that the registration bureau might be instituted either by the Automobile Association or by the Traffic Department. Motorists will be glad to learn that although the Association has again shown that it is making every effort to study the interests of its members, the Traffic Department is lending most valuable co-operation in the matter of registering. In the first instance, drivers apply for registration through the Department, where they are required to produce a photograph which the police attach to a form which is sent to the Honorary Secretary of the Association. It is thus seen that every man whose name appears on the Association's register is bona fide. The system evolved therefore ensures that reliable drivers are assured to those motorists who take advantage of the latest privilege which comes of membership of the Hongkong Automobile Association.

Members' Drivers.

In connection with the registration, it is hoped that members of the Association who already employ drivers, will send them to be registered with the Honorary Secretary. By this means a useful record will be compiled and should any driver need advice on any problem or driving trouble which may arise, he will be able to have the matter investigated by the Association.

New Members.

Since the last list was published, the following motorists have joined the Hongkong Automobile Association:

H. E. Goldsmith.
Dr. G. W. Pope.
Ko Leong Hoe.
H. E. Gardner.
G. Haslam.

Regulations.

The plea that the abridged Regulation which appears on a driver's licence regarding passing another vehicle in a controlled area is misleading will doubtless be endorsed by the majority of motorists, although one imagines that the traffic authorities will plead that the full Regulations have often been published. It is wrong to overtake another vehicle within a controlled area and the majority of local motorists doubtless know that. But when a man reads the regulation as worded on his licence and follows just what is said therein, it is hard lines on him if he is summoned. The case which has

been given so much publicity this week will doubtless result in some action being taken to prevent a future misunderstanding.

Petrol Pumps.

In view of the fact that there are a large number of motor cycles in the colony, some of them not too new, it is rather strange that all the petrol pumps are not able to give less than a gallon of juice, except by guess work. It is noticeable they are fitted with glass containers, with marks up to four gallons, and this container is filled up to the required amount before it is allowed to run into the tank so that the customer can see he is getting his correct quantity. Apparently half a gallon can only be given by filling the container until its height is midway between the bottom and the one gallon mark. Many motor cyclists with less modern small tanks only require half a gallon at a time and it is most unsatisfactory from their point of view, although it is all right for a car. One Kowloon garage has a half gallon bottle which it keeps filled ready for use. The best way out of the difficulty is to purchase two or three two gallon tins, and keep them with the machine, taking them to the pump to be filled when they are empty. This also enables one to check the correct delivery from the pump. The tins can be purchased quite cheaply through most garages.

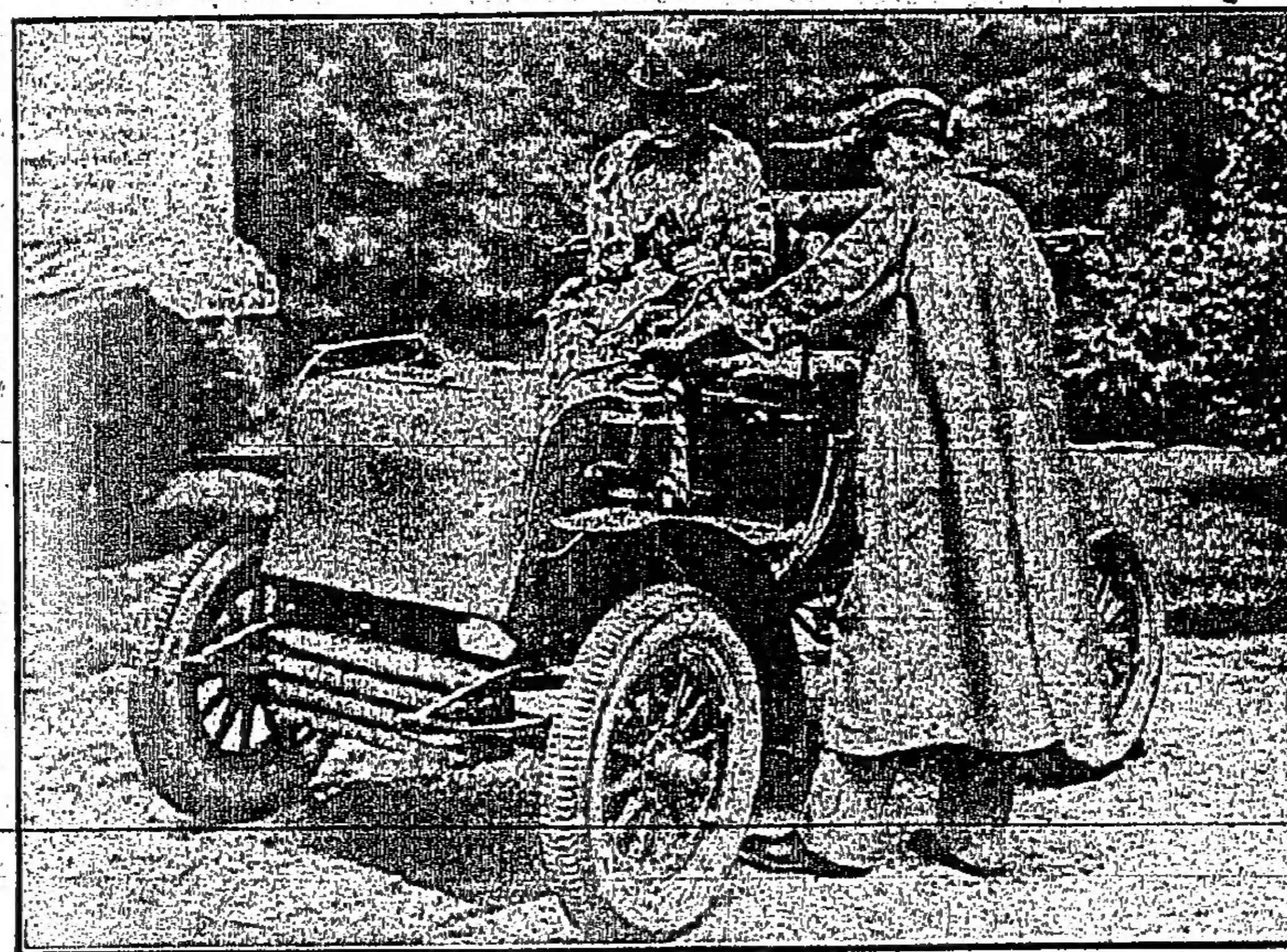
Efficient Brakes.

On the all-important subject of brake efficiency the Hongkong Traffic Department is very worthily concentrating at the present time, the brakes of all the hire service cars being tested. This work of testing was to be seen in progress the other afternoon, cars being driven up and down the steep gradient of the entrance to the compound of the Central Police Headquarters. In some cases it was discovered that the braking power was greater on one side of a car than on the other, and in other cases it was found that the hand brake needed much adjustment to make it anywhere near maximum efficiency. In all cases where the brakes were not fully satisfactory, the ordinary number plate of the car was withheld and a red plate given in its place, this indicating that the livery car is for the time being out of commission. All public garage cars are being given this test. The discoveries made up to date are such as to make clear the value of the work undertaken. It was stated by a Traffic Department official to whom a *Telegraph* representative spoke that there must be a large percentage of the private cars in the Colony with inefficient brakes. So far private cars have not been brought within the scope of the tests, but private owners are warned that constant attention to brakes is one of the very first duties of a motorist. His own safety and that of others is involved.

Road Signals.

The Peak Tramway Company has recently installed more powerful lights for signalling the departure of trams from the lower station, and while these new lamps are useful for their passengers, they rather confuse the traffic point lights just below them. Several motorists have pointed this out, and there appears to be a need for larger and brighter traffic lights in con-

AN ELOPEMENT OF 1903.



In making pictures for the cinema, very close attention must be paid to details in order to give to the public an absolutely accurate reproduction of the period the picture represents.

For the elopement scene in the "Coast of Folly" starring Gloria

Swanson, for instance, the film company spent weeks in search of an automobile which would be typical of the motor car of the well-to-do family of 1903. They finally selected the Cadillac shown above, then as now, the choice of those who can afford the best.

"This 'horseless carriage' may have been the last word in automobiles in 1903, but imagine trying to outdistance an irate husband or father in that vehicle today, especially if the husband or father were driving a Cadillac of 1926.

RUBBER IN P. I.

MR. FIRESTONE'S VIEWS QUESTIONED.

Washington, Aug. 8.—Officials of the Department of Commerce widely disagree about the wisdom and accuracy of Harvey Firestone's recommendations to President Coolidge in which he urged that the United States proceed to plant rubber in the Philippines.

Firestone's statement that there is sufficient acreage in the Philippines, suitable for large-scale production of rubber, to break the so-called British rubber monopoly, has called for specially strong denials on the part of department officials who participated in the survey last year. They say that the Philippines can help greatly in meeting the increased demand for rubber products in the United States but that the available area is not enough to supply all the rubber America needs.

None would comment on the suggestion that Congress change the land laws and said that this issue would probably be decided at the next session.

In addition to this complaint regarding Garden Road, we have received another with regard to the hand signalling of drivers proceeding past this point at night. It is quite impossible for the constable to observe hand signals owing to the poor lighting on the road, and the lamps of the vehicle itself, tend to obscure the view. It is therefore suggested that a much brighter road lamp be installed just above the Cathedral path, which would illuminate the road sufficiently to allow the constable to see the driver's signal. In England last year, a plea was made that drivers wear white gloves at night, and if such were made the practice here in Hongkong, the police would be greatly assisted in effectively controlling traffic by artificial light, and motoring generally would be safer.

TAXI-CABS FOR SHANGHAI.

COMMENTS ON THE "PROPOSED" INVASION.

The report published in our commercial columns a few days ago says the *Shanghai Times* to the effect that the Hongkong and Kowloon Taxicab Co. intends to despatch 50 or so taxis to ply the streets in Shanghai is interesting if little else. Whilst no-one desires to "knock" a new venture, it appears difficult to imagine the proposition as a paying one. It may be remembered that a few years ago a similar idea was tried out in Shanghai, when a small fleet of large-sized taxis used to fight with the rickshas for passengers. Along came the happy-go-lucky Ford with its "take you anywhere for a dollar" line of selling talk, and the taxis disappeared. It has been contended that perhaps the taxis will run around at less than a dollar a trip, but the world over, there is always a minimum charge for this type of vehicle, and here it is not likely to be much less than a dollar. After all, the prevailing hired car in Shanghai is worked on the taxi principal. One pays by time.

It is noticed in the report of the Hongkong taxi company that they have turned a big loss into a considerable profit by farming the cars out to a syndicate composed of the drivers themselves. In this, we wonder, going to be done here? Possibly not, seeing that the vehicles are coming to Shanghai under the sanction of the Municipal Council. If the procedure is adopted, however, it is likely to give rise to a number of complications. In the first place, we shall have another labour union to swell the multitudinous Chinese organizations, a kind of Taxi Drivers and Owners' Federation. Again, it will knock the chitlaining on the head, because no Chinese owner-driver is going to allow foreigners, indolent, inately, simply to put pencil to paper as a token of indebtedness. As things are now, the hired car driver doesn't care a rap about the fare. He just allows the chit

FORD NEWS.

RE-NAMING A PLANT.

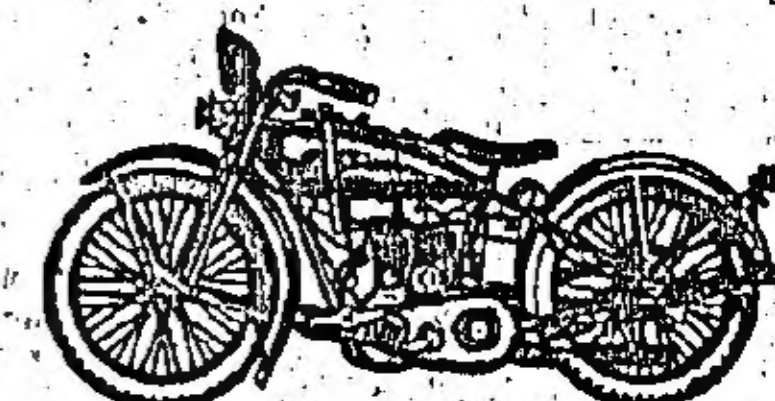
At the direction of Edsel B. Ford, President of the Ford Motor Company, the name of the River Rouge Plant of the Company has been changed to the Fordson Plant.

This plant, probably the largest industrial centre in the world, is located along the River Rouge and has borne the name of the river ever since it was established about ten years ago. Recently the town of Springwells near Detroit, in which it is located voted to change its name to Fordson, and the decision to re-name the plant comes appropriately at this time.

At the Fordson Plant, the Company manufactures Fordson Tractors, operates its own blast furnaces, power plant, motor assembly plant, body plant, saw mill, coke ovens, steel plant and rolling mill, cement plant, paper mill, sintering plant, and a glass factory. The plant has an area of 1100 acres, 12.3 miles of roadways and 86 miles of railroad track. Approximately 65,000 men are employed there.

to be signed and is happy if he collects a few cents as a tip.

Another point in regard to this taxi-importation. The Hongkong company intends to send up reconditioned cabs which have already been running on the Colony's streets. From what we remember of Hongkong taxis—and we are speaking of about a year ago—they were not of the best of makes or in the best of condition. Obviously they got a lot of hard wear on the hilly roads of the Island. The query arises, will they be considered good enough for Shanghai travellers? Nowadays, if we require a car, we get in touch with the garage we fancy, and are able to order anything from a "Lizzie" to a fully appointed limousine. The taxis will be all of a type, and their chief value would seem to be in being able to run over short distances. And here they will have to compete with the "Dollar Ford."



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Sols—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.



Mobiloil

Make the short your guide

How many times have you seen the car ahead of you leave a streak of water on the roadway? Many times, we dare say. Heat is the cause. Friction generates heat, and heat breaks down the film of oil protecting the moving parts. When the film of oil is only partially destroyed, rapid wear is taking place, and unless the engine is allowed to cool, the pistons will seize or some part will break. The result is a trip to the garage and consequent costly repairs which could have been avoided had the Correct Grade of Gargoyle Mobiloil been in use.

VACUUM OIL CO.

ROADS CUT MOTOR COST.

Research work conducted by the Pennsylvania highway commission shows that the cost of operation for all types of motor vehicles over hard-surfaced roads is 25 per cent. less than over dirt roads, and 15 per cent. less than over gravel roads.

CLEAN CITY BY MOTORS.

To clean the streets of New York City, 1,323 pieces of gasoline-driven apparatus are used. This number includes 150 snow leathers, three vacuum sweepers, and sixteen various types of rotary broom.

ANNOUNCEMENT

The Model "Q" Sports de Luxe
TRIUMPH
MOTOR CYCLE
Has Arrived

See this cycle and be convinced that it is one of the nicest jobs you have seen for a long time.

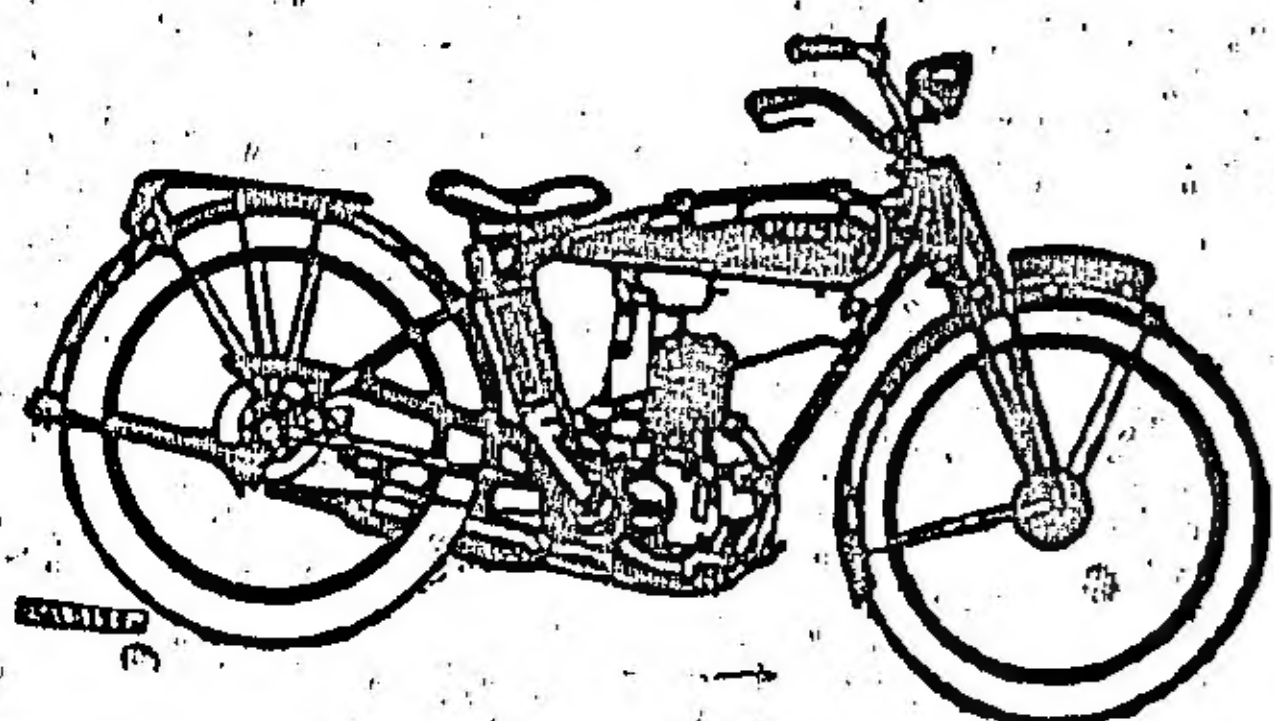
SPEED UP TO 65 M.P.H.

Almost the price of a standard model "P"

Can be seen at our Office or Godown
1A, Chater Road.

ALEX. ROSS & CO. (China), LTD.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

PHONE C. 1221

4TH FLOOR, BANK OF CANTON BUILDING
6, DEN VORST ROAD, CENTRAL.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

RUNNING INTO THE CURB.

There is hardly any object more immovable than a curb-stone. It will stand an almost infinite amount of bumping without being affected in the slightest. The thing that hits it is what is bound to suffer.

MORE CARE NEEDED.

The above remarks are made in an attempt to make motorists more careful as to avoiding striking curbs with tyres of their cars. Even though a car is moving very slowly, it is so heavy that there is a large amount of power stored in it and when the collision occurs, all this power is concentrated in a blow on the tyres—frequently on one of them alone.

DEATH ON TYRES.

Not only so, but as the edge of the curb is usually a sharp right angle, the impact is concentrated upon a very small part of the tyre, and it is on this account that fabric-breaks, which result in pinched tubes and eventual blowouts are so often caused by curb collisions. Low pressure tyres are considered specially likely to be injured in this manner.

PUTTING RUNNING GEAR OUT OF ALIGNMENT.

Backing up hard against the curb, besides injuring the tyres, may also misalign the rear axle. Striking a curb head-on, with the front wheels, in addition to tyre damage, is likely to shift the front axles on the springs and striking it a glancing blow, may bend the steering linkage and throw the wheels out of parallelism. Wheels would be smashed all too frequently if the tyres did not protect them, by suffering most of the effect of the impact.

INTERMITTENT GRINDING NOISE.

A. McC. writes: My coach makes a peculiar grinding noise, which seems to come from

the differential. It is not a steady sound, but seems to occur once in each wheel revolution. A good mechanic can find nothing wrong with any of the gears or bearings and everything is well lubricated. This noise is not heard when the rear end is run, jacked up, but only when the car is on the road. Can you suggest what may be causing it?

Answer: You may find that, when the car weight is on the rear axle, one of the brake drums rubs against the dust shield of this brake or against some other stationary part which is close to the drum. Push the car slowly over the floor and have someone watch these parts intently to see whether they clear at all parts of the revolution. If a brake drum does not run true, if there is considerable looseness in the out-board axle bearings or the axle housing is cracked or sprung, a noise like this sometimes is produced.

ERRATIC GENERATOR ACTION.

F. W. S. writes: I am having the following peculiar trouble with the electrical system of my car. When I start the engine, the ammeter shows charging current, but after running the car for a half hour more or less, the ammeter needle drops to zero. The next day (or sometimes even before) the generator gets to work again only to stop generating after a while. Can you account for this?

Answer: Your generator is built to furnish a high charging current when it is cold, and lower rate when it becomes warm, the switch-over being automatically performed by a thermostat, which cuts in a field resistance when the generator gets hot and the low charging rate is called for. Probably this resistance unit is burned out or otherwise open-circuited, so that when it is switched into circuit by thermostat, the field circuit is broken and there is no current at all produced. Substitute a new field resistance and this trouble should cease.

STEERING GEAR LOCKS.

C. J. J. writes: In un-parking my car last evening, I cramped the front wheels as far as possible to the right and when I tried to straighten them I could not do so. Finally, a friend, by taking hold of one of the wheels moved it enough so that the steering gear would work once more. What is wrong and how can such an occurrence be prevented?

Answer: The usual cause of this trouble is that, through some disarrangement of the steering linkage, it can be moved so far toward one side that the drag-link comes into the same straight line with the knuckle-arm to which it is attached, thus losing the mechanical advantage that is required when the gear is to be returned to the straight ahead position. Bending of parts of the linkage, in an accident, sometimes brings about this condition. You had better jack up both front wheels, move the gear to its extreme right-hand position and see if the above or some equivalent effect is not produced. If you find that parts are bent, they can probably be restored to normal position by the use of heavy wrenches.

MOTORS IN U. S.

ONE FOR EVERY SIX PERSONS.

Washington, Aug. 9.—With just a little crowding perhaps, every person in the United States could take an automobile ride at the same time.

The Department of Commerce has worked out a table of ratios on motorcar ownership for the entire world, and the table indicates that most countries have all the cars they need.

In United States there is one automobile for every six persons. Contrasted with this record in Afghanistan there is one car for each 1,200,000 of population or a total of five cars in the country.

Between the extremes are the other countries of the world. Hawaii is second in ownership with a car for every eleven persons. Canada is third with one for every thirteen and New Zealand fourth with one for every fourteen persons. Australia is fifth with a car for every twenty-one persons.

It is estimated that there is one car for every seventy-one persons of the world population.

P A C K A R D

You need not be a millionaire to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

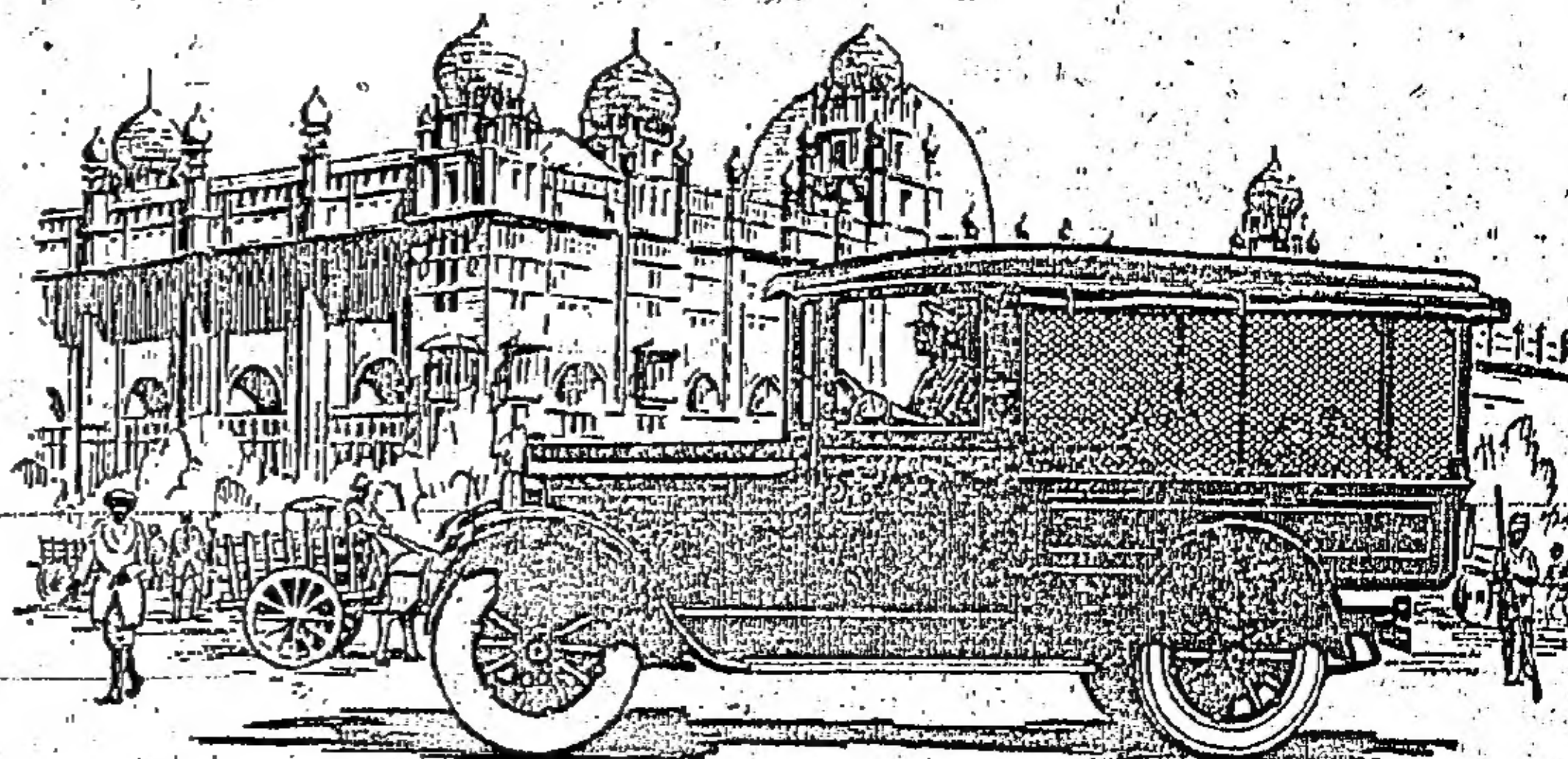
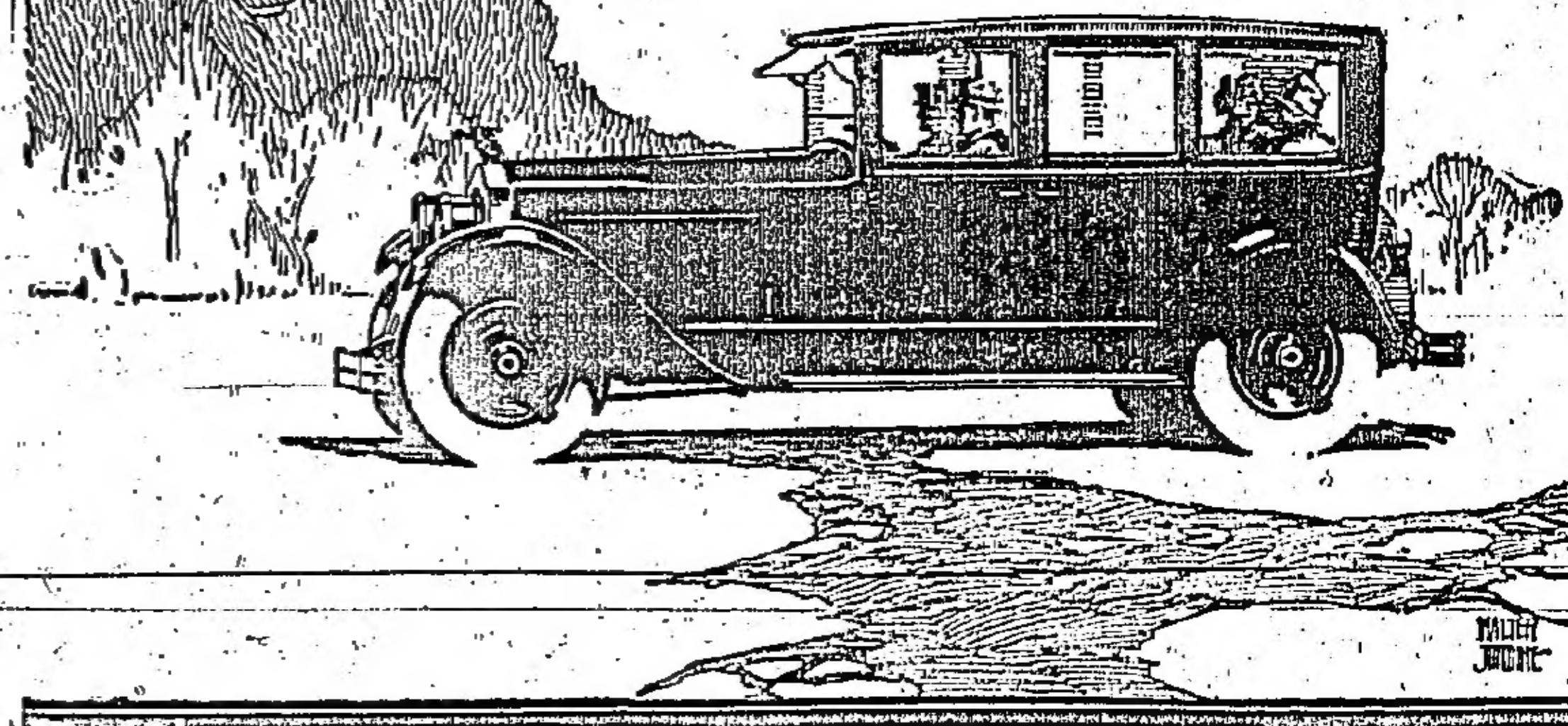
Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



Meets Government Specifications

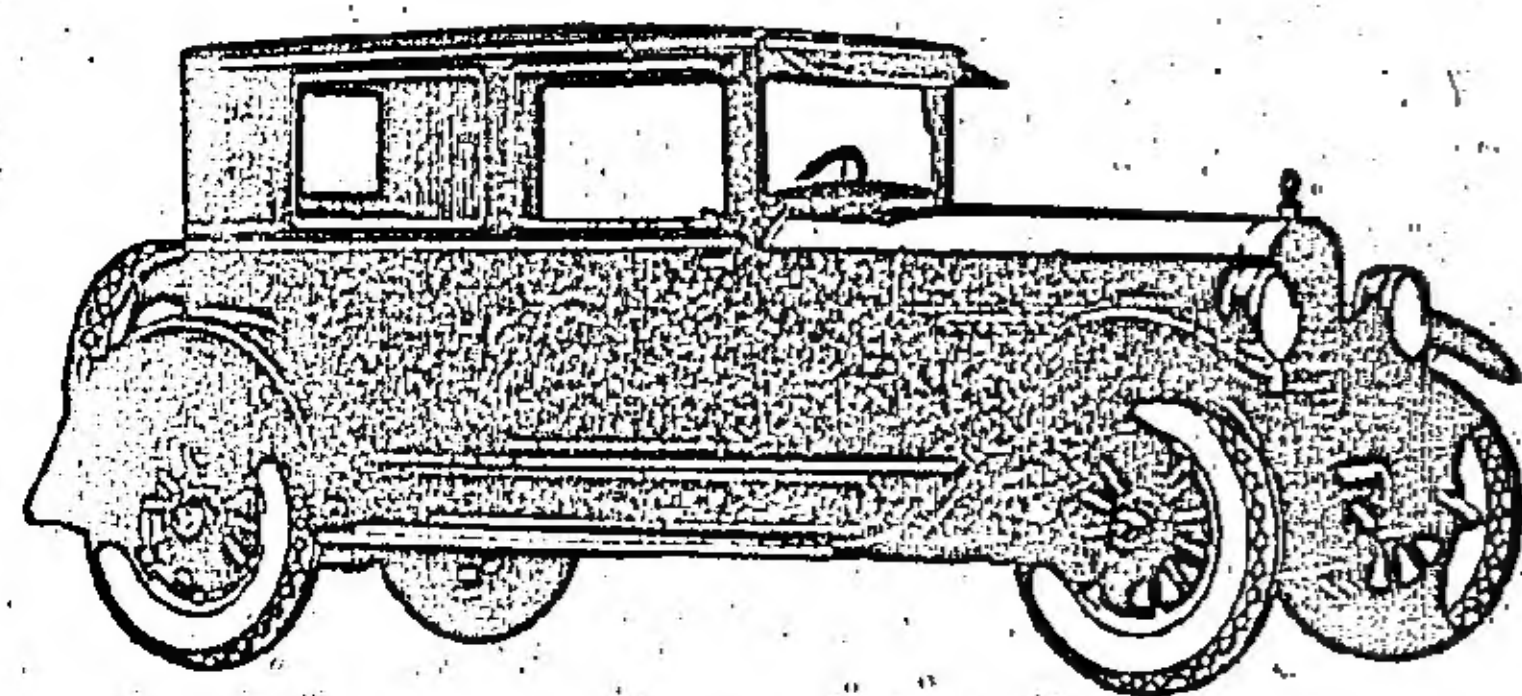
Hundreds of public institutions throughout the world employ Dodge Brothers Commercial Cars. The Post Offices at Kingston, Jamaica; at Bombay, India; at Capetown, South Africa; and several government departments in Australia—mention only a few.

Deep, heavy channel frames, reinforced all-vanadium springs, ample body dimensions, the prodigal use of fine alloy steels and drop forgings—all tell a story of exceptional efficiency. All tell why Dodge Brothers Commercial Cars render better and more economical service than most light trucks of much larger rated capacity.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
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DODGE BROTHERS COMMERCIAL CARS



HUDSON

In ten years of value leadership, Hudson Super-Six performance, quality and price advantage have never been so outstanding as today.

The Coach has long been acknowledged the "World's Greatest Buy", because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivalled position among luxurious cars. They have all the distinction of finest custom built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	... \$1,995
Special Essex Coach	... \$2,145
Special Hudson Touring	... \$2,995
Special Hudson Coach	... \$3,195
Special Hudson Brougham	... \$3,595
Special Hudson Sedan	... \$3,995

These cars may be purchased for a low first payment and convenient terms on balance.

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

Prest-O-Lite

SUPER-SERVICE BATTERIES FOR DARK NIGHTS AND CRANKITIS



VOLTS	TYPE	CASE	Dimensions in inches L x W x H	PRICE EACH	GROUP REPLACEMENT
6	65 MR	RUBBER	4 1/2 x 3 1/2 x 6 1/2	\$30	CYC
6	61 RHR	DO	4 1/2 x 3 1/2 x 6 1/2	\$34	A
6	61 RHR	DO	4 1/2 x 3 1/2 x 6 1/2	\$45	4
6	61 RHR	WOOD	4 1/2 x 3 1/2 x 6 1/2	\$40	A
6	69 KPR	DO	4 1/2 x 3 1/2 x 6 1/2	\$50	1
6	61 SH	DO	4 1/2 x 3 1/2 x 6 1/2	\$55	5
6	61 SH	RUBBER	4 1/2 x 3 1/2 x 6 1/2	\$63	3
6	61 SH	WOOD	4 1/2 x 3 1/2 x 6 1/2	\$72	3
6	61 SH	DO	4 1/2 x 3 1/2 x 6 1/2	\$74	CAD
6	61 SH	DO	4 1/2 x 3 1/2 x 6 1/2	\$80	6
6	61 SH	DO	4 1/2 x 3 1/2 x 6 1/2	\$72	7
12	120 AHS	DO	4 1/2 x 3 1/2 x 6 1/2	\$70	M/O
12	121 AHS	DO	4 1/2 x 3 1/2 x 6 1/2	\$80	M/O
12	121 SHK	DO	4 1/2 x 3 1/2 x 6 1/2	\$90	12

GROUP No.

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1. Studebaker Light & Std Sixes, Reo, Nash, Gardner, &c.
2. Studebaker Big & Spec Sixes, Reo, Pierce Arrow, Packard 6, Chrysler &c.
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4. Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
5. Auburn 6, Buick M, Chandler, Hudson, Jordan 8, Oakland, Tem, &c.
6. Hupmobile, Marmon, Packard 8, Paige, R & V Knight, Willys Knight &c.
7. Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
8. Locomobile, Mack Truck, Stearns, Huls & White
9. Radio A Batteries
10. Cad Special Cadillac Battery
11. Cyc Motor Cycle Batteries—Harley, Davidson, Indian, Henderson, &c.
12. M/C Motor-Cowley replacement Battery
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BOSTON ARISTOCRATS.

PREFER HIGH GRADE CARS

Seasoned New England motor car owners prefer high grade motor cars. This fact was brought out in a recent investigation of the automobile license records in Maine, New Hampshire, Vermont, Massachusetts and Rhode Island directed by Albion L. Danforth, president of the Cadillac Automobile Company of Boston.

Such an investigation is easily made in the East from state license records, because the motorists of the earlier years secured low license numbers when the states first began to register automobiles; and these same numbers are given to the same owners year after year. This condition has created a New England aristocracy of motoring and membership in "Low Number Clubs" is a distinction in the automobile world much as descent from pioneering ancestors is socially.

The investigation initiated by the Boston automobile distributor covered the first five hundred license records in each of the five states—a total of 2500 records; and reports were made on the number of owners of each of twelve makes of cars in the upper price range. Of the total 2500 licenses issued, 705, or more than 28 1/2 per cent, were for the makes of cars being investigated, according to Mr. Danforth's summary. When it is considered that at least 50 per cent of all cars registered are of the lowest price varieties, the fact that more than 20 per cent in the field covered by the study are of the highest price classes indicates a recognition by seasoned motorists of the value of the quality car.

COSTLIEST ROAD IN WORLD

55,000 TONS OF SOLID ROCK-BLASTED.

Colonel Wilfrid Ashley, Minister of Transport, recently opened Bristol's new, low level road to the Avonmouth Docks, which has cost £800,000 to build, and is believed to be the most expensive road ever constructed.

It is five miles long, and passes through the Avon gorge amid some of the finest scenery in the kingdom. It is to be known as the Portway.

Workmen watched the proceedings from the chains of the Clifton Suspension Bridge, 300 ft. from the ground.

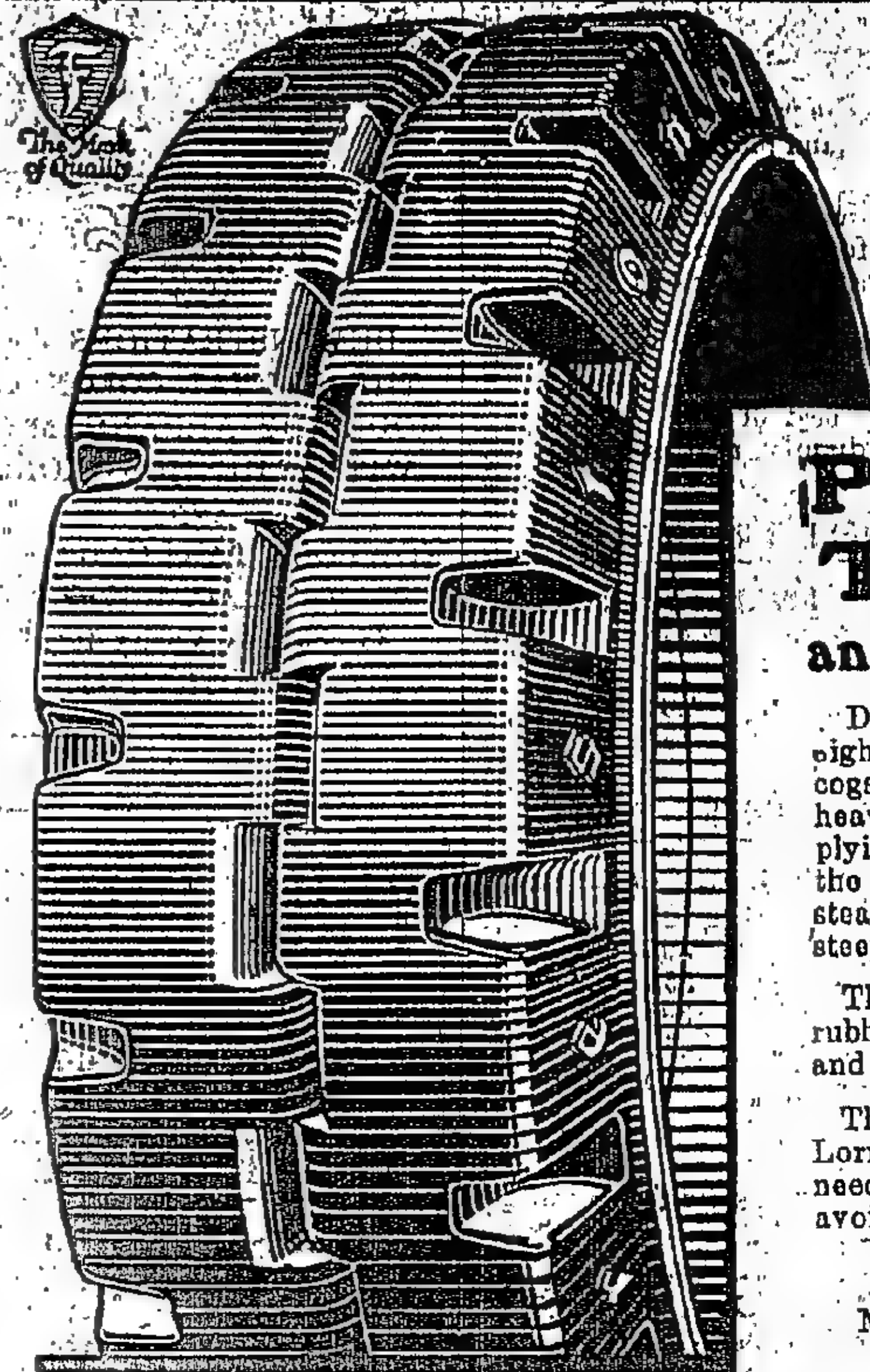
FOLLOWS RIVER LEVEL.

The city Engineer, Mr. Lessel Mackenzie, who designed the road, said the old approach to Avonmouth Docks necessitated a climb over a 300 ft. ridge and a journey by a narrow and tortuous road. The new road, which is 100 ft. wide for most of its length, follows the river level all the way.

"Fifty-five thousand tons of solid rock had to be blasted," he added, "bridges had to be built, and great cuttings made. Every effort had been made to harmonize the new work with the natural scenery."

Colonel Ashley declared that the road would stand as a monument to the enterprise of the Bristol municipality for hundreds of years.

While further study of registrations of the 705 cars in the higher price range included six which were lower in price than the Cadillac, it was also found that in four out of the five states the Cadillac led this aristocracy of motoring.



Powerful Traction and Long Mileage

Double Traction Tyres with eighty powerful road-gripping cogs, are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these message tyres ride steadily over soft ground or up steep inclines.

The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

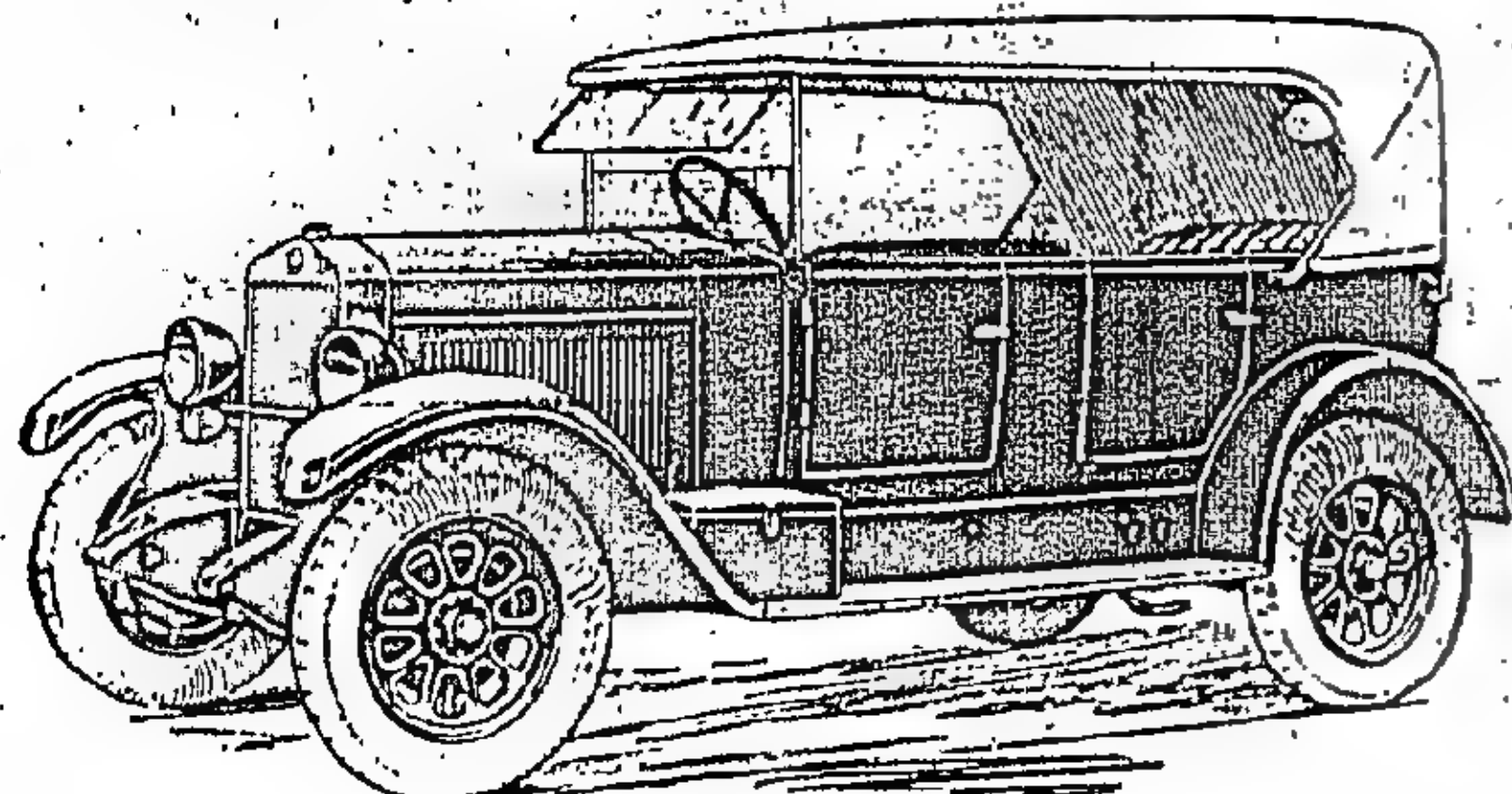
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LIGHT
ELEGANT
ROOMY

FIAT

FIRM
SILENT
SURE

FIAT—MODEL 503



Light, silent, and economical, the Model 503, with its metal-frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the Chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.
Speeds: 4 forward, 1 reverse

General equipment: Speedometer, clock, 4 wheel brakes, Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickelplated.

The very best you can get for your money.

Fiat Model 503	5 seater Torpedo Sports	\$2700
2	" " " " " "	\$2600
5	" " " De Luxe	\$2850
5	" " " Saloon	\$3500
2	" " " Cabriolet	\$3600

Agents— for Hongkong and Canton

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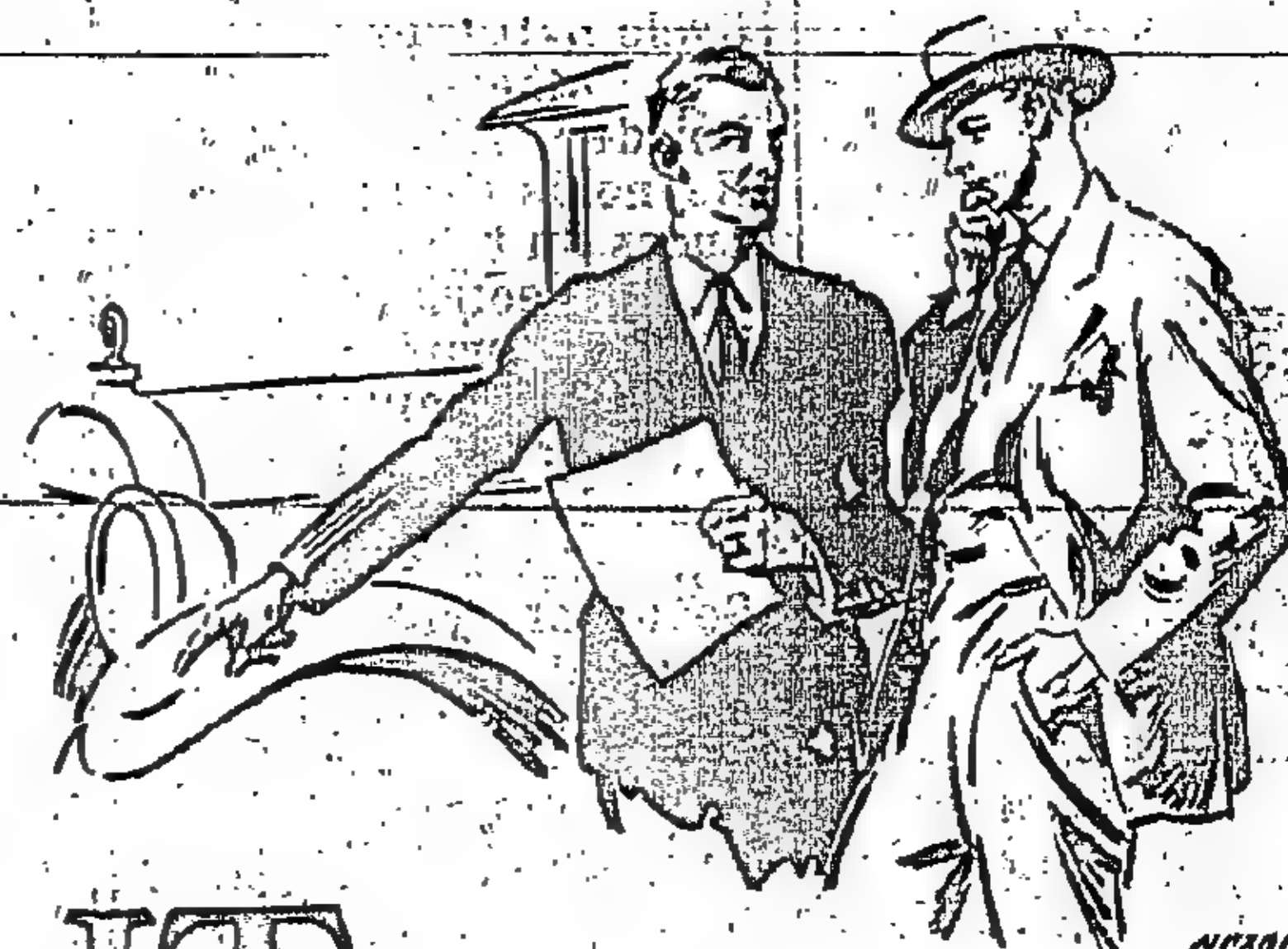
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Tel. C. 2221.



IS IT "as good as BUICK?"

Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

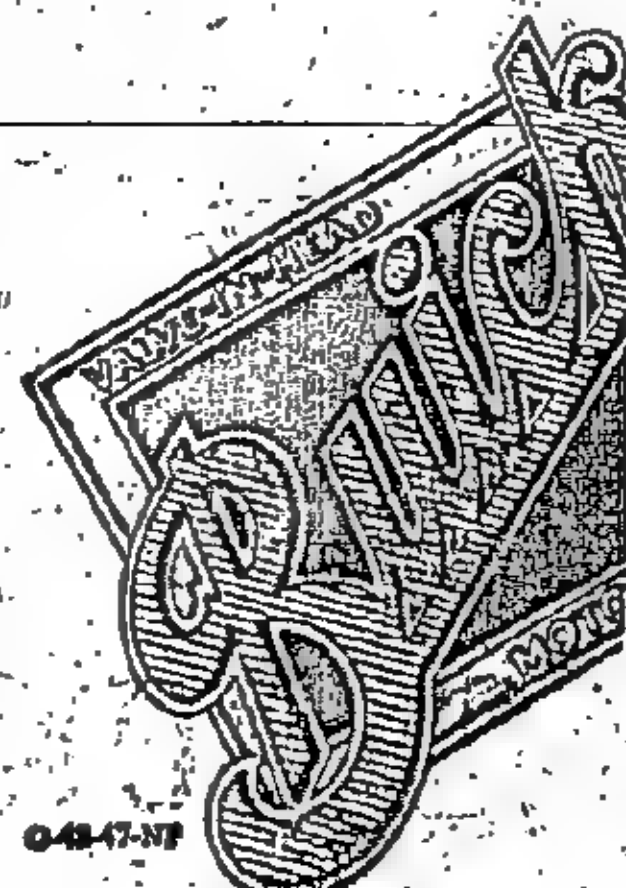
You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?

When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

BUICK MOTOR COMPANY, FLINT, MICHIGAN

Division of General Motors Corporation



The Better BUICK

Demonstrations gladly given by

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Vœux Road. Telephone Central 1030.

MORRIS

What is the Morris talisman? Why the public demand for fifteen hundred of these cars a week—and more, yet more, and still more?

There are three cars whose names are household words. The name of one is almost a synonym for great wealth—such is its price. The name of another is at the other end of the scale.

The third—the Morris—is by a perfection of judgement on the part of its producer so poised between these two extremes that it does in fact give its owner the best of both worlds; that of low price and that of comfort, dignity, and mechanical trustworthiness.

MORRIS-COWLEY 11.9 H.P. 4-WHEEL BRAKE MODEL

	Nett Cash Price List
ROADSTER 2 SEATER	£ 212
OCCASIONAL 4 SEATER	222
TOURING 4 SEATER	234
COUPE 4 SEATER	250
SALOON 4 SEATER	290

MORRIS-OXFORD 13.9 H.P. 4-WHEEL BRAKE MODEL

	Nett Cash Price List
ROADSTER 2 SEATER	£ 285
TOURING 4-5 SEATER	305
3/4 COUPE 2 SEATER	335
CABRIOLET 4-5 SEATER	390
SALOON 4-5 SEATER	410
LANDAULET 4-5 SEATER	420

OWN ONE OF THESE

Economy Cars—

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LEAD THE WAY

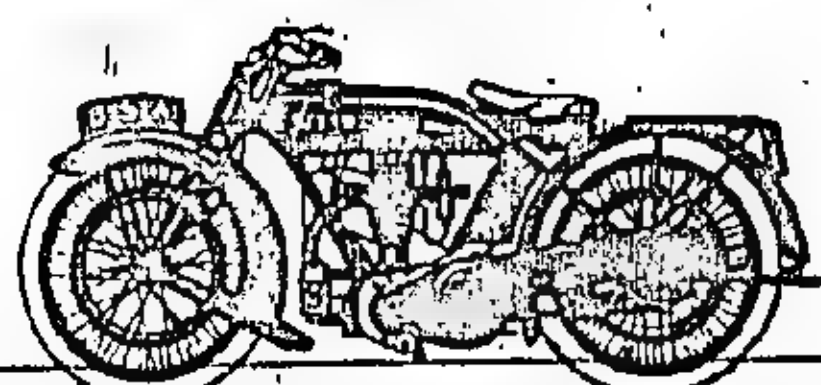
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B. S. A.

THE UNDISPUTED LEADER—

WITH

AN UNEQUALLED RECORD FOR RELIABILITY.



NOTE OUR LOW PRICES OF MODELS IN STOCK

2.49 H.P. Solo, Acetelene, Lighting	\$350.00
3.49 H.P. " " "	\$450.00
3.49 H.P. " Electric	\$500.00
3.49 H.P. OHV. Solo, Acetelene Lighting	\$525.00

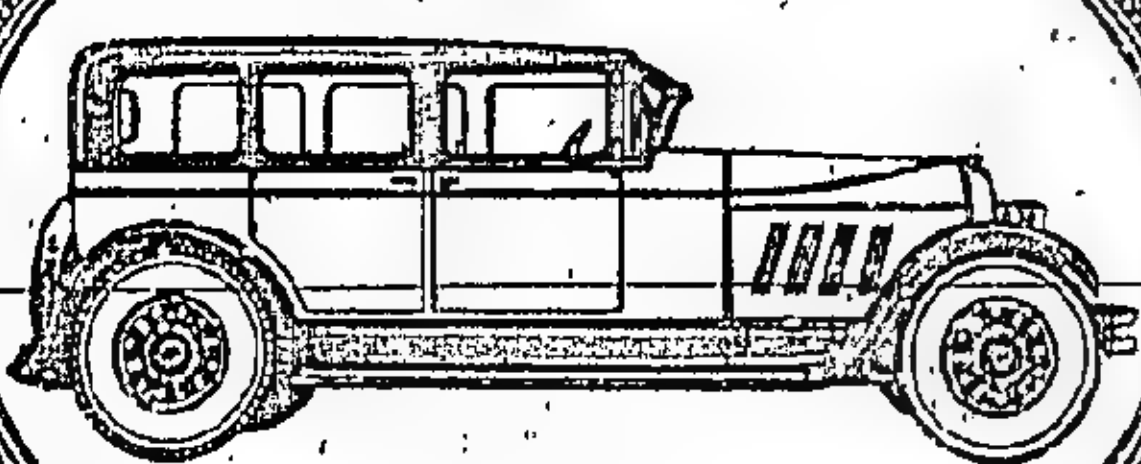
IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount

THE SINCERE Co., Ltd.,

Sole Agents.

STRAIGHT EIGHT



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamens that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself, you will not be asked to buy.

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五九號下後十中舖所設

第一四零一六號牌

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The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF THE SPECIAL COLONIAL MODEL BY ARRANGEMENT WITH THE HONGKONG

—AND—
KOWLOON TAXI CAB Co., Ltd.
—TEL. C. 1036—
33-35 Des Voeux Road, HONGKONG.

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We sell the following cycles, cars and accessories:—

MOTOR CYCLES

A. J. S. Triumph Douglas Indian O.H.V. Q & P EW PRINCE

MOTOR CARS

Austin Standard

MOTOR TRUCKS

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Cycle Batteries
Ameters
Bowden Wire
Reynolds Cycle Chains
Lucas Bulb Horns
Electric do
Klaxon Horns
Cowey Mechanical do
Speedometers
Cycle Tool Rolls
Oil Cans
Goodyear Tyres
—and almost anything you want for your cycle.

Stocks Carried

We undertake all types of repair work on cars and cycles sold by us. All work guaranteed.

ALEX. ROSS & CO.
(China) Ltd.

BANK OF CHINA BUILDINGS,
and
No. 1A CHATER ROAD,
HONGKONG.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Reduction in Oil Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the B. A. C. and A. A. London.

All Communications for Membership etc. to
REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.

Could You Save It?

If your car caught fire, could you save it?

Allow the

CANBEC Fire Extinguisher to solve the problem for you.



Operated by a soft foot the top Brass Cylinder 15 inches high ALWAYS READY FOR USE

Weights only 6 lbs. and is the ideal form of protection for motor cars motor boats etc.

Demonstration any time.

STOCKS CARRIED

—by—
SHEWAN TOMES & CO.
Tel: C. 781. Import Dept.

PERFECT JOINTS

A FEATURE OF PACKARD BUILDING.

One of the biggest advances in the science of metals has been the manner in which American industry has developed welding processes. Only a few years ago a firm joint between two metal edges could be made only with closely spaced rivets. Now metal joints are fused together with gas torches or electricity so perfectly that the joints actually are stronger than any other part of the joined pieces.

Necessity has developed welding to the very highest point in the building of motor car bodies. In the plant of the Packard Motor Car Company are giant arc welding machines which make a perfect seam two or three feet long between two body panels in just a few seconds of time. Wherever possible panels for Packard bodies are pressed out in single pieces by the use of giant stamping mills. One such operation is in the forming of the cowl in one piece. However, some panels are of such shape and character that they cannot be made in piece and the arc welding machine is used in forming them.

Electrodes as long as the joint which is to be made are used in the welder. The two pieces of metal are clamped on the machine with the edges close together. Electrodes are brought into place and the electricity, turned on. A fountain of fiery sparks leaps into the air for an instant and the two pieces of metal become one with the joint between actually stronger than the rest of the metal.

OIL FEEDING.

One of the most ingenious things that ever has been built into a motor car is the little device which conducts oil into each needed place on the chassis of the Packard car. Small though it is, it not only acts as a nozzle for the chassis-lubricator oil lines, but it does these other things: meters the lubricant to the exact amount required for each individual point, filters the oil through a felt filter and strains it through a fine screen, seals it, self automatically against the return of any oil into the line and acts as stop against any possibility of dirt getting into the system. Each one of these things also is done automatically and with absolute positiveness and yet the device is so simple in operation that its life without need of adjustment will, it is believed certain, be far beyond that of any other motor car.

MOTOR OVER-PRODUCTION.

"The American motor market is not big enough for every manufacturer and quotas claimed for 1926 production," says a company vice-president. "1926 will be a year of over-production and unsold motor cars will put many manufacturers out of business."

ACCIDENTS.

THEIR MAIN CAUSES.

Chicago.—The National Safety Council has made a study showing what pedestrians were doing when struck by automobiles and what motorists were doing when they became involved in crashes.

This study is based on detailed reports from more than 100 American cities.

What pedestrians were doing: Walking, running or playing in the street.

Crossing street intersections where there were no signals.

Crossing intersections against traffic signals.

Riding or hitching on vehicles.

Waiting for, getting on or off street cars even while in safety zones.

Crossing streets with umbrellas that were held too low, obstructing the view of approaching traffic.

What motorists were doing:

Contesting for the right-of-way.

Exceeding the speed limit.

Driving on the wrong side of the road.

Failing to give the driver behind the proper signals.

Cutting left corners, cutting in and backing.

Driving through safety zones.

Driving while intoxicated.

WHITE TRAFFIC LINES.

TRANSPORT MINISTRY ON INCORRECT PLACING.

The Ministry of Transport point out, in a letter to the Camberwell Borough Council, who had suggested certain alterations to the schemes approved by the Ministry with regard to white traffic lines, that if white lines are put down by local authorities, they should be correctly placed, otherwise their intended effect may be lost. One of the cardinal points of the principles agreed to by the representatives of the metropolitan boroughs, county councils, etc., for use all over the kingdom, says the letter, was that "an effort should be made to make drivers feel that they were acting wrongly in letting any of the wheels of their vehicles go over a white line, and it would seem that this is the first essential if white lines are to be effective, so that if any lines are put down in such a way that drivers must of necessity cross them, they will not be likely to pay the same respect to lines found in other districts where they have been put down correctly."

INTERSECTION HAZARD.

A survey by the National Safety Council shows that a majority of automobile accidents occur at intersections. Traffic control lights have eliminated many dangers on the main streets of our large cities.

CHINA UNDERWRITERS, LIMITED

FOR

ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:—

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:

C. 1121-2



SOCONY
MOTOR OILS
AND
GASOLINE



POWERS OF NATURE

Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

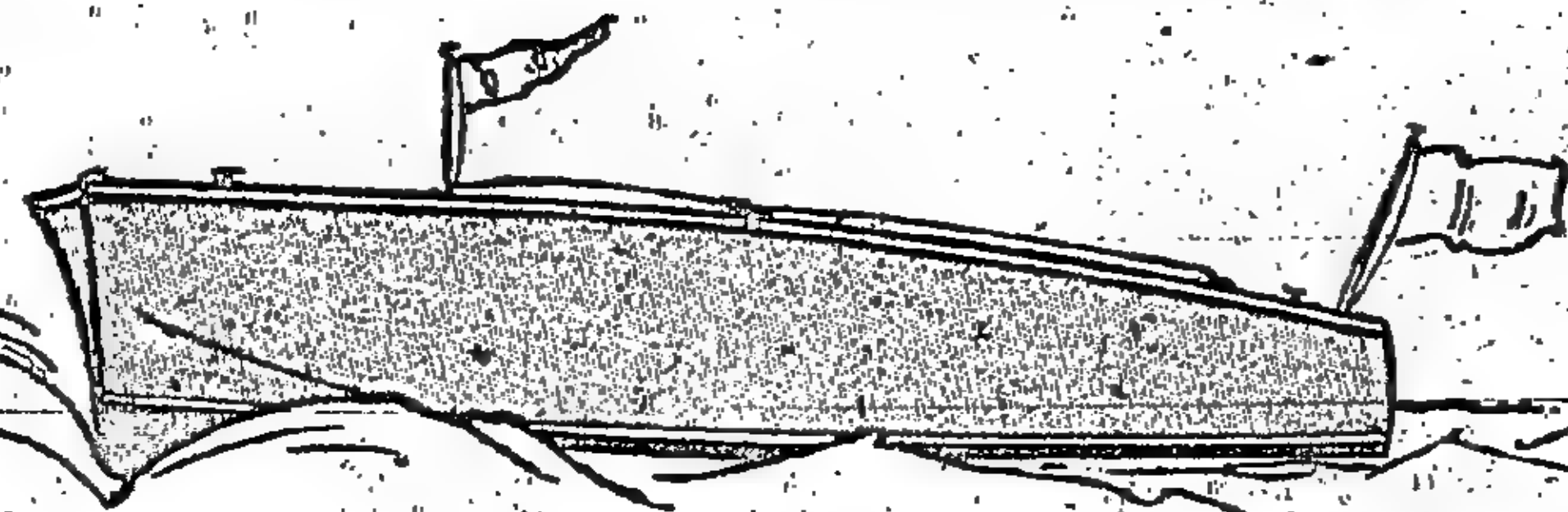
A Product of Nature

SHELL
MOTOR SPIRIT

CLASSIFIED ADVERTISEMENTS.

For small classified advertisements relating to motor cars see Page 4 of the ordinary part of the Telegraph.

16 KNOTS



AILS CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00

{ DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.
Speed, over 55 miles per hour.
Acceleration, 5 to 30 miles in 13 seconds.
28 or more miles to the American gallon.
250 miles to quart of oil.
20,000 miles to a set of tyres.
Four wheel mechanical brakes.
Irreversible Steering.
56 inch tread.
Conventional springs.
29 x 4.40 Cord Balloon tires.
Engine developing 31 horsepower.
Remarkable acceleration.
Low hung body of very pleasing lines.
Finished in Blue lacquer.
Ample room for passengers.
Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY

Full Particulars from—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

ATTENTION

FORD OWNERS

Arrangements have now been
completed whereby Ford Owners
are enabled to purchase

GASOLINE and TYRES
AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hung Hom ... Tel. K.1216.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS

FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

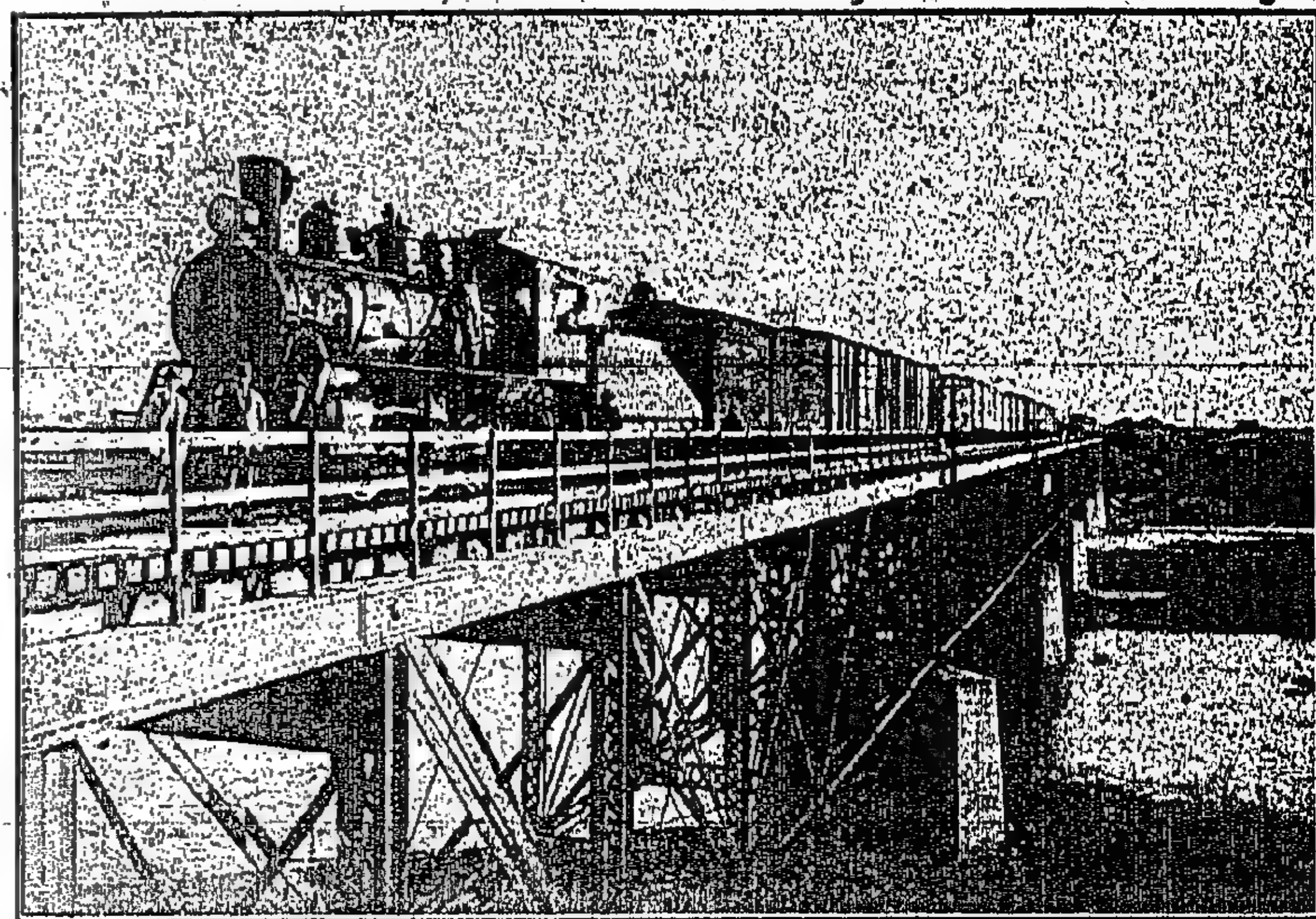
Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

MOTOR TRUCKS FOR MEXICAN RAILWAY.



Trainload of GMC Motor Trucks on the International Bridge between Mexico and United States. The trucks are destined for use in the service of the National Railways of Mexico. At first considered competitors, motor trucks are now proving profitable allies of the big railway systems of the world. The latest system to adopt this type of short haul transportation is the National Railways of Mexico. The service was ushered in recently with the arrival of a trainload of 25 trucks from the United States.

The truck service inaugurated by the National Railways of Mexico is patterned on the plan of short haul and less-than-carload operation instituted by the progressive system in the United States and England.

Motor truck operators in direct competition with the railways in local short haul work enjoyed such immediate success with resultant financial losses to the slower and more costly service by rail, that the railways adopted the "fight fire with fire" policy by giving their own truck service to meet this competition. This experiment has

succeeded not only in this respect but also by making possible the abandonment of unprofitable branch lines over which business was insufficient to carry the large overhead costs involved.

The success of the short haul experiments paved the way for co-ordinated feeder service in city transfer work and door-to-door service from freight terminals located outside the city limits.

In a number of cases, the railways have organized separate companies to own and operate the trucks. In other cases, public carriers have taken over the work under contract.

IF YOU OWN A CAR, DON'T—

Don't leave your car unlighted on a public road after dark.

Don't take your eyes off the road, when changing gear.

Don't pass another vehicle at a corner or crossing.

Don't pass a tram on the off-side unless you are sure the way is clear. Even then go slowly and toot horn.

Don't leave your car in gear or with the ignition switched on.

Don't stick to the middle of the road—keep to the left.

Don't follow trams too closely—remember they can pull up more quickly than most cars.

Don't coast down steep hills unless both your brakes are in good working condition.

Don't talk too much when driving in traffic—it tends to make you careless.

Don't apply your brakes fiercely when travelling at low speeds without declutching.

Don't let darkness overtake you on the road unless you are sure your lights are in order.

Don't distract the driver's attention from his task when you are a passenger in the car.

Don't take a risk in passing nervous horses.

Don't drive with your view obscured by rain on the windscreen or otherwise.

Don't leave the car on a steep hill with only the hand brake to hold it. Either chock a stone or put the gear lever in first, with wheels full lock against the kerb, the switch off.

Don't take things to pieces unless you are sure you can put them together again.

Don't keep spare bulbs and spare plugs in the tool kit—they may get damaged.

Don't pass other cars on their left-hand side.

Don't try cut in between two other cars when there is not ample room to do so.

Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 3/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

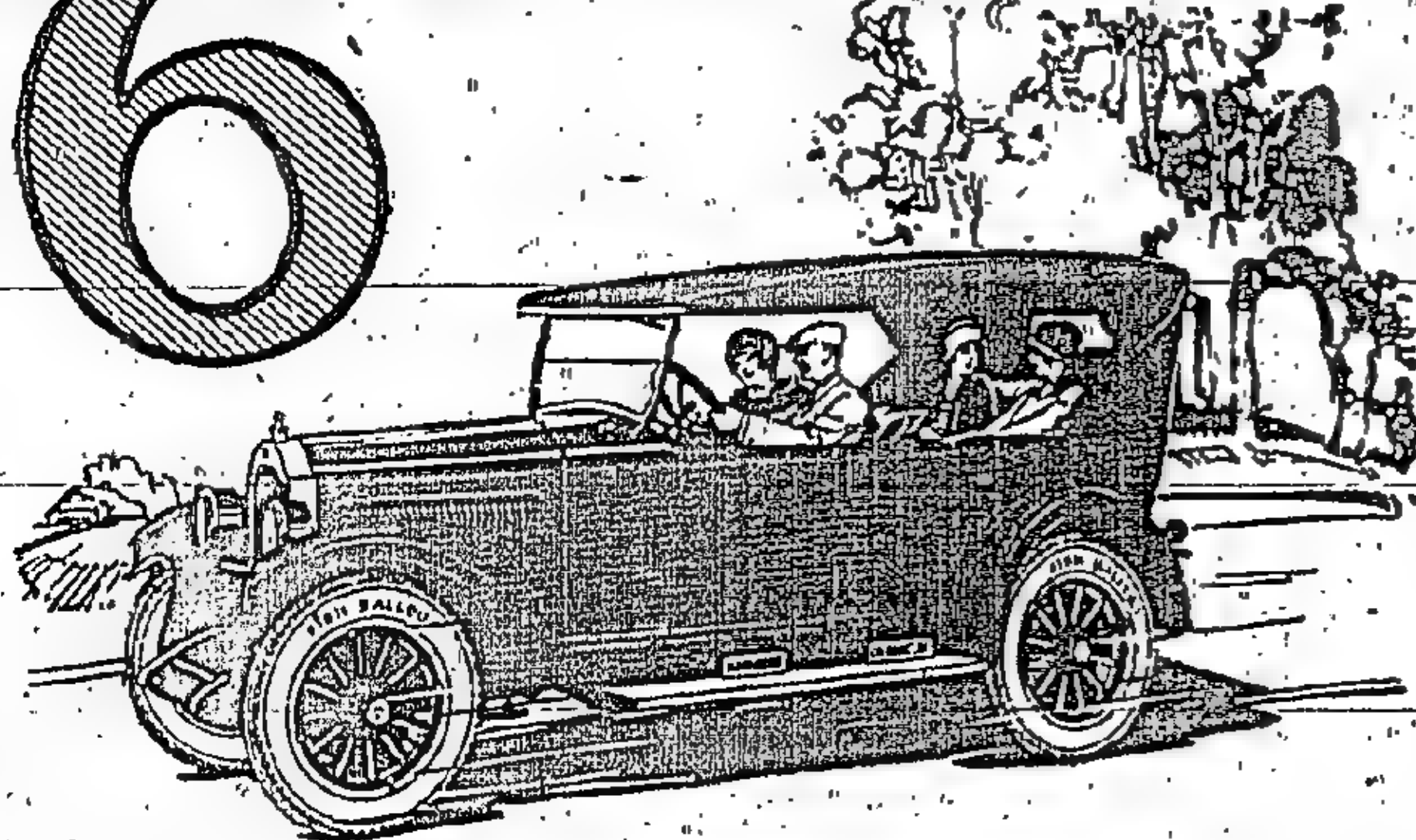
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you are a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road, Central.

CHAMPION of Two Continents

[and a favorite all over the world]

The transcontinental records for both Australia and the United States are now held by Studebaker. In 1924, it was a Studebaker that set a new Trans-Australian record, a record which has never been equaled. And on June 17, the American transcontinental record was smashed by a stock model Studebaker Big Six which bridged the 3471-mile gap between New York and San Francisco in 86 hours and 20 minutes—16 hours and 25 minutes less than the previous record and 6 hours and 25 minutes faster than the fastest train time. Studebaker cars are capable of championing time and distance because of the stamina built into them. You may never demand the gruelling service of a transcontinental run from your car, but the qualities which make super-endurance possible in a Studebaker mean utmost dependability and economy for you in any type of service. To pay less than a Studebaker costs is false economy. To pay more is needless extravagance.

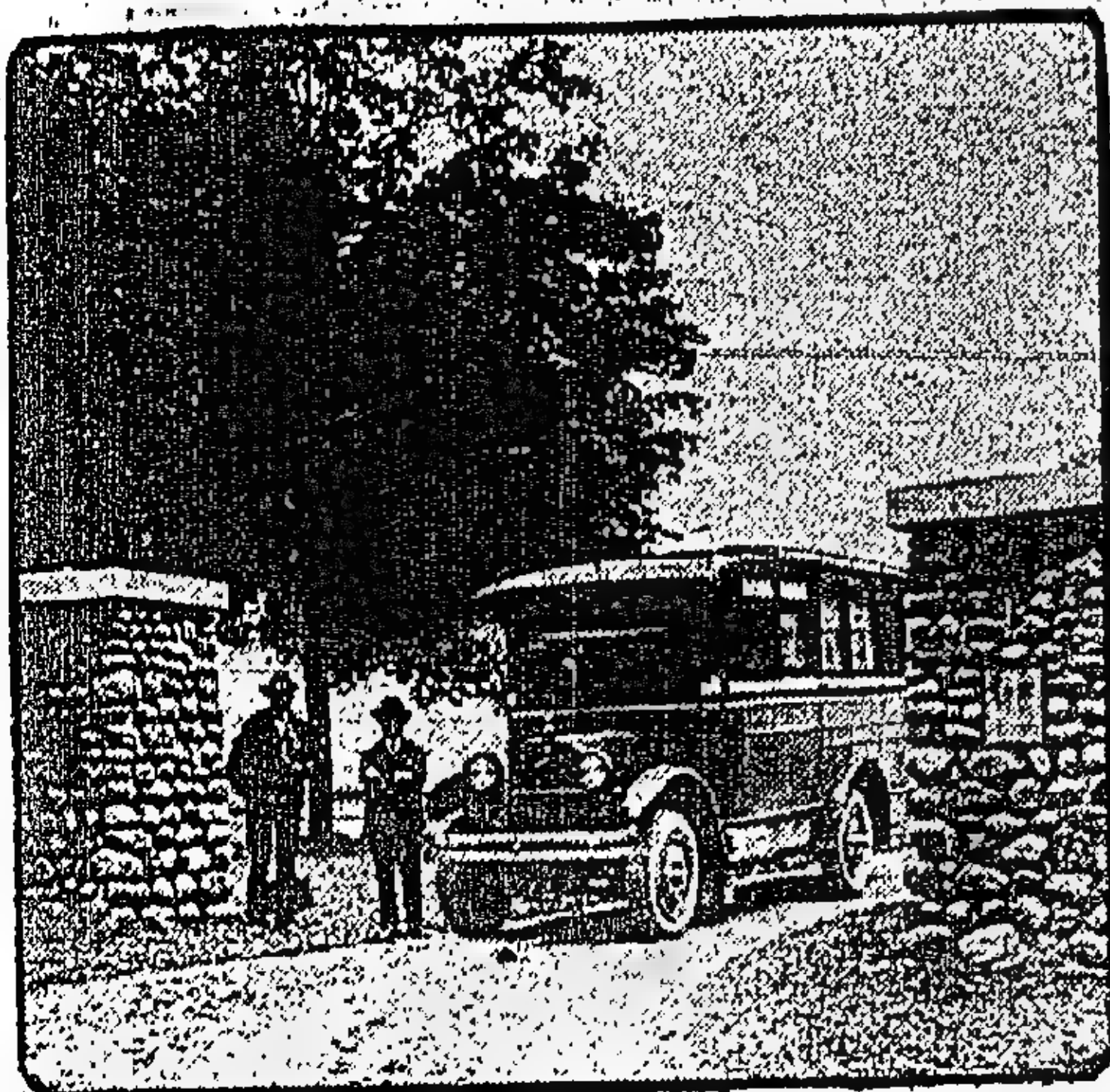
THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

Car Sales and Accessories } Phone C. 4759
Service and Parts } Phone C. 4602

STUDEBAKER

FAMOUS ROAD HEAD.



This is the starting place at Adrian, Mich. of one of America's famous trans-Continental roads. These piers consist of stones from 17 States and Canada, sent in by former members of the tour.

Car statistics just issued show that there were, at the end of 1925, 1,410,000 motor vehicles and cycles registered in United Kingdom, which is an increase of 91,476 over 1924. America had 20,204,260 vehicles of all categories registered at the end of the year.

There are in the Straits Settlements 517.5 miles of metalled roads (exclusive of those maintained by the Municipalities). On Singapore Island there are 102 miles, in Province Wellesley 172.6, Malacca 147.2, and Penang and Dindings 88.6.

TRUCKS SUPPLANT CAMELS.

GRAHAM BROTHERS IN AUSTRALIA.

Camels, those dependable beasts of burden, which have carried the wealth of the Orient since early Biblical days, are finding their usefulness in West Australia curtailed by the adoption of the motor truck.

In the vast stretches of grazing land in West Australia where sheep raisers number their flocks by the hundred of thousands, camel caravans for years have been the media in hauling the wool clip to the warehouses near the seacoast. The loads they were able to haul were considered large for such beasts, but their gait was slow and, often rising

markets got away from growers before they were able to make delivery of their wool clip.

But this condition is rapidly passing. Adoption of Graham Brothers Trucks by these sheep raisers has enabled them to rush their wool clip more quickly to the marketing points and consequently convert it into money more readily.

This situation was disclosed by W. J. Winterbottom, Managing Director of the Winterbottom Motor Company, dealers for Dodge Brothers, Inc., at Perth, W. A. and Rupert S. Harden, Director of the Standardized Motors, Ltd., who, with Jack Kloster works manager of the same company at Sydney, N.S.W. also Dodge Brothers Dealers, are visiting the factory of Dodge Brothers Inc., Detroit.

Mr. Winterbottom has the distinction of having imported the first Dodge Brothers Motor Car

into West Australia. This was in 1915. Prior to this he saw the importation of the first American made automobiles into Australia, back in 1903. He has been a resident of Perth for 20 years and this is his third visit to Detroit. "Wool and wheat are the mainstays of our economic life in West Australia," said Mr. Winterbottom. "Sometimes we have droughts, but these appear only to stabilize our sheep breeding industry. We do not have much rainfall in some of our sections, nor have we any rivers of consequence to drain our lands. Our mountains are not high and very little help from the snow is expected.

"Our farmers are rapidly turning to the use of the motor car and truck. We do not have the fine concrete roads in our rural sections that you have in the United States. Many of our

roads are natural earth tracks or macadamized.

"The cost of motor cars and trucks in Australia is practically 100 per cent. greater than that in the United States. This is due to the heavy import tax and the heavy freight charges. Petrol, or gasoline, costs approximately 60 cents a gallon with an additional tax of six cents a gallon for the State. We have no oil wells, although the Commonwealth has offered a subsidy of \$100,000 for anyone who drills in an oil well of good production. All our oil and gas must be imported. Gasoline comes in four-gallon tin cans. Recently several American companies have opened gasoline and oil stations similar to those in the United States.

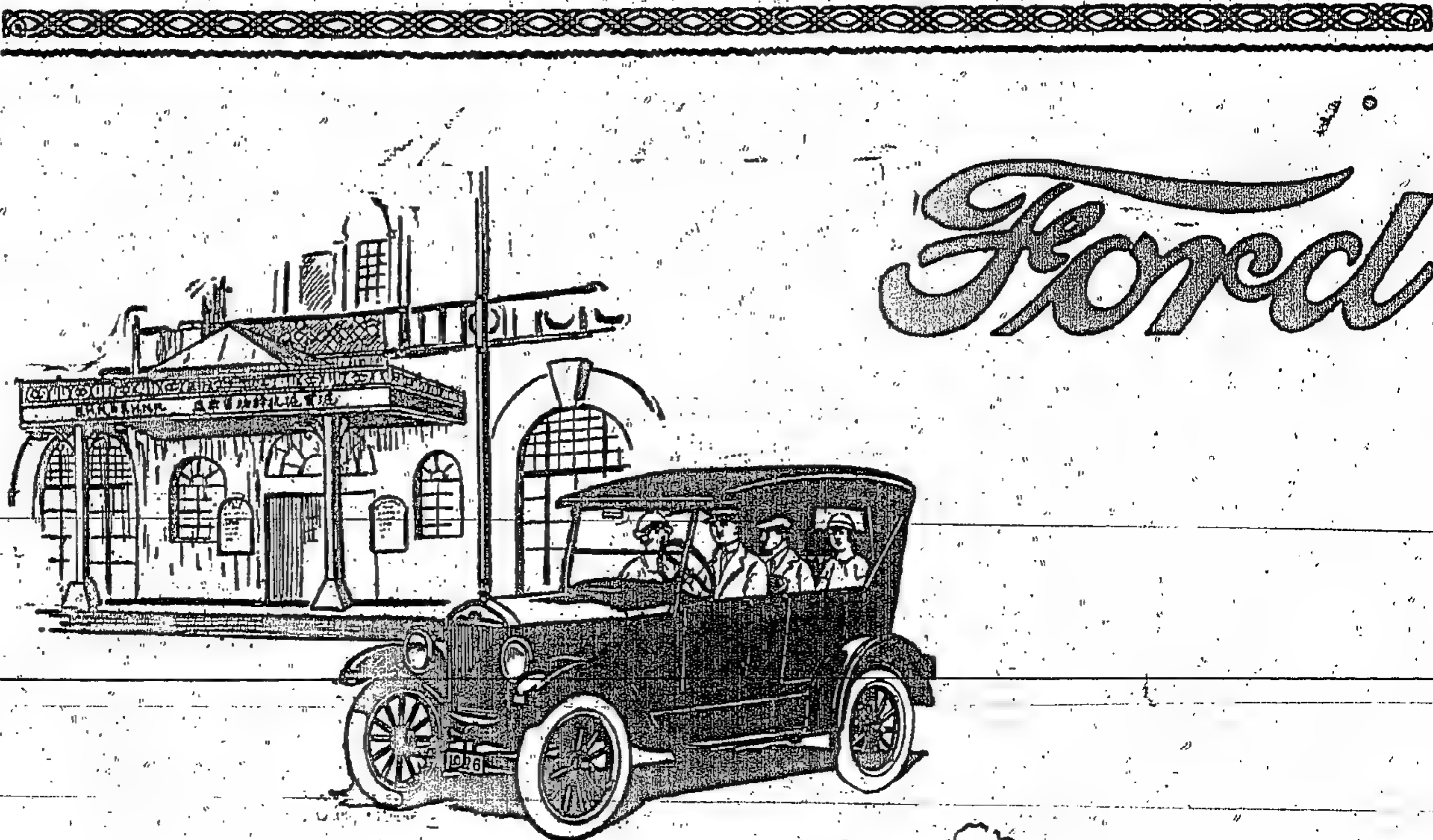
"Our sales of Dodge Brothers Motor Cars and Graham Brothers Trucks have steadily climbed annually until in 1925 we did a gross business of 360,903 pounds

sterling or \$1,804,515. We have what is regarded as one of the finest motor car establishments in all the British Empire."

Rupert S. Harden, of the Standardized Motor Ltd., is just as enthusiastic over the sales of Dodge Brothers Motor Cars and Graham Brothers Trucks in New South Wales.

"We began handling Dodge Brothers Motor Cars back in 1919 and our first year's sales totalled 300 cars and trucks. We expect to sell 3,000 cars and trucks in 1926," he said.

"The Australians have much of the British conservatism in them and for this reason they dependability and sturdiness in their means of transportation. That is the reason Dodge Brothers Motor Cars and Graham Brothers Trucks have found such ready sales in our country."



Such Supreme Value Found only in Fords

Do not form your opinion of Ford cars by the prices at which they are sold. Volume production coupled with unequalled manufacturing facilities and resources alone make possible the supreme value offered in Ford cars. Always of sturdy and dependable construction, Ford cars now offer increased value. They are finished in new attractive colors, with added conveniences and low well proportioned body lines which make the cars as handsome in appearance as they are dependable in performance.

THE TOURING CAR

Delivered in Kowloon

H.K. \$965.00

SELF-STARTER

H.K. \$125.00 Extra

ANDREW HARPER

Authorized Dealers

Chatham Road, Hung Hom, Kowloon, 6 Queen's Road, Central HONGKONG.

Telephone: C. 4895 and K. 1216

Ford Motor Company
Detroit, U.S.A.

THE MOTOR UNION

INSURANCE CO. LTD.

BEFORE INSURING YOUR CAR
STUDY OUR "COMPREHENSIVE POLICY"
UNLIMITED THIRD PARTY COVER.

For full particulars apply to the Local Agents:-

THE UNION TRADING Co., Ltd.
PRINCE'S BUILDING. PHONE C. 587.

A CABLE FROM MR. FRANK GRAY

(Ex M.P. for OXFORD)

giving his experiences with Jowett Cars fitted with

DUNLOP

CORD BALLOON TYRE

CABLE:
FROM KHARTOUM, FRANK GRAY.

Dated 4th May. Received 5th May, 1926. Both cars driven into Khartoum yesterday. These cars have been driven for more than three thousand miles through a trackless country of sand, rock, bush and camel thorn. These cars were forced through bush, raced into banks of sand and bumped over rock, and yet only one tyre was destroyed in the process. You may safely challenge the manufacturers of the world to supply an equal record, and claim this as the triumph of the British manufacturer.

FRANK GRAY.

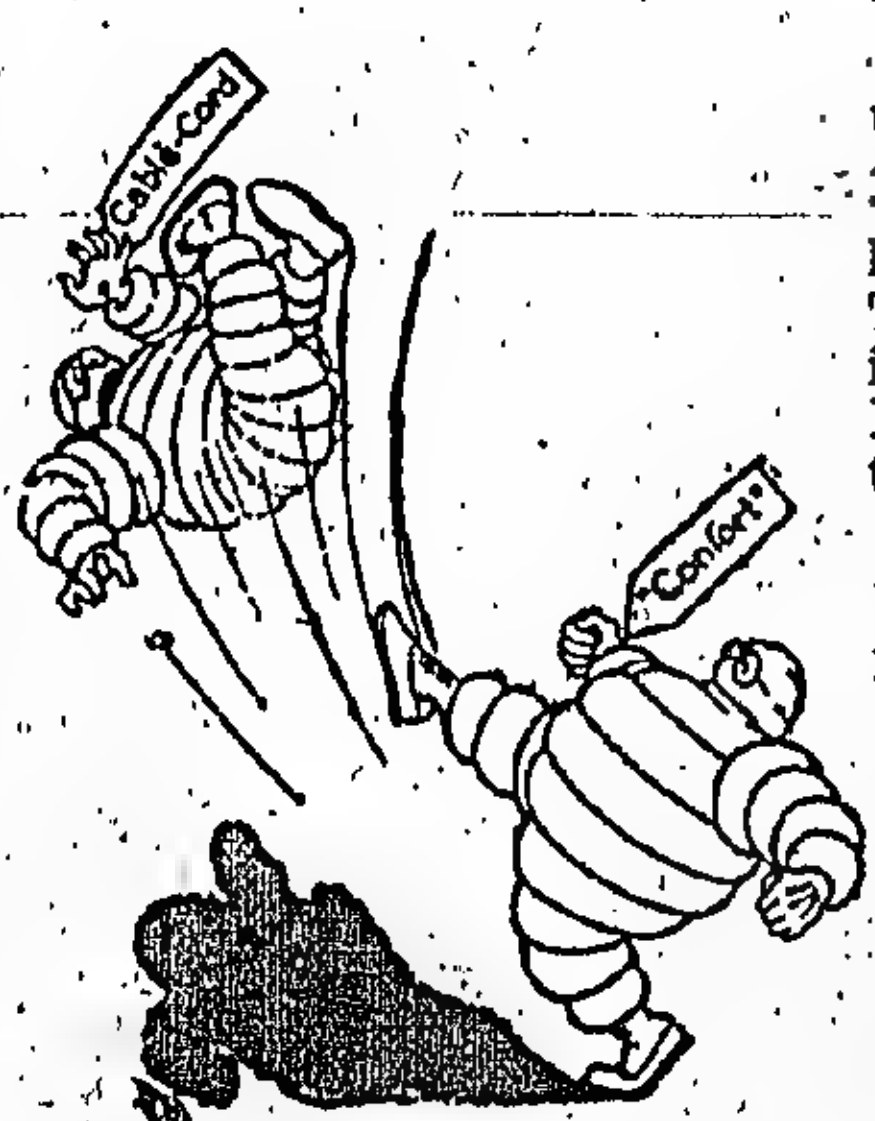
YOU ALSO CAN

'fit Dunlop' and be satisfied'

DISTRIBUTORS:
HONGKONG HOTEL GARAGE



HONGKONG BRANCH OFFICE:
16A, DES VOEUX ROAD CENT.
PHONE C. 4554.



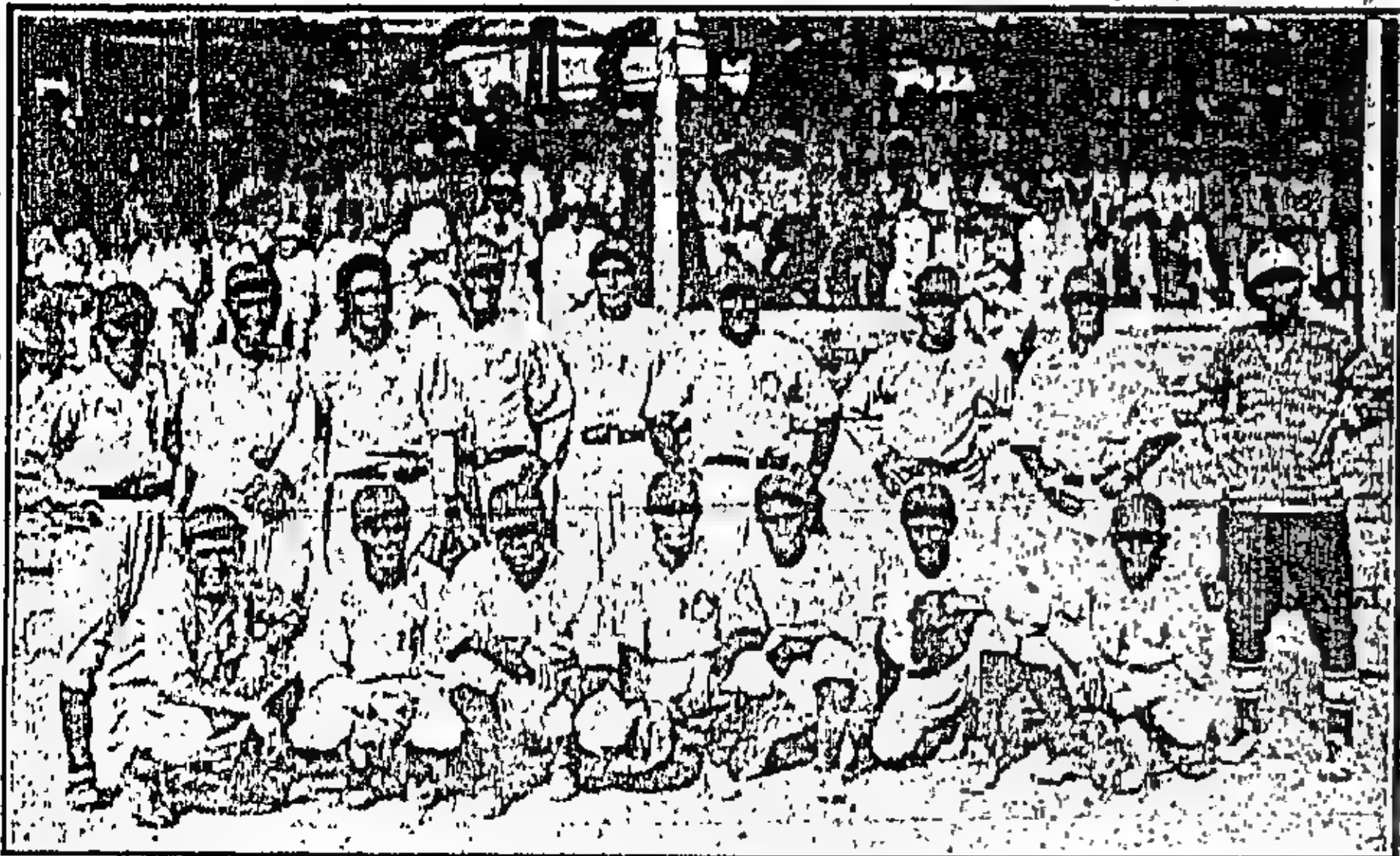
THE NEW MICHELIN "COMFORT"

low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

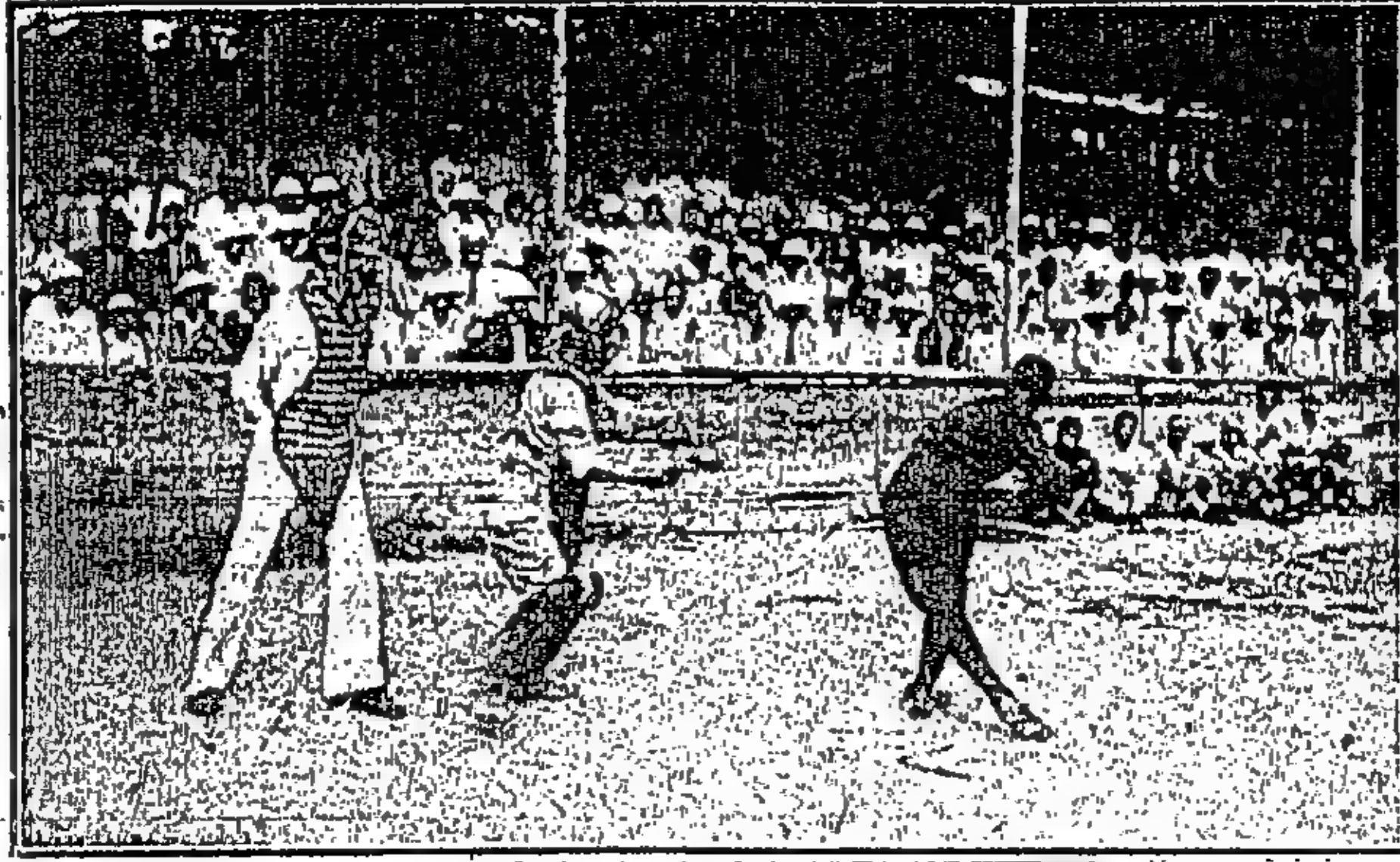
MICHELIN "COMFORTS."

Authorized Michelin Agents,

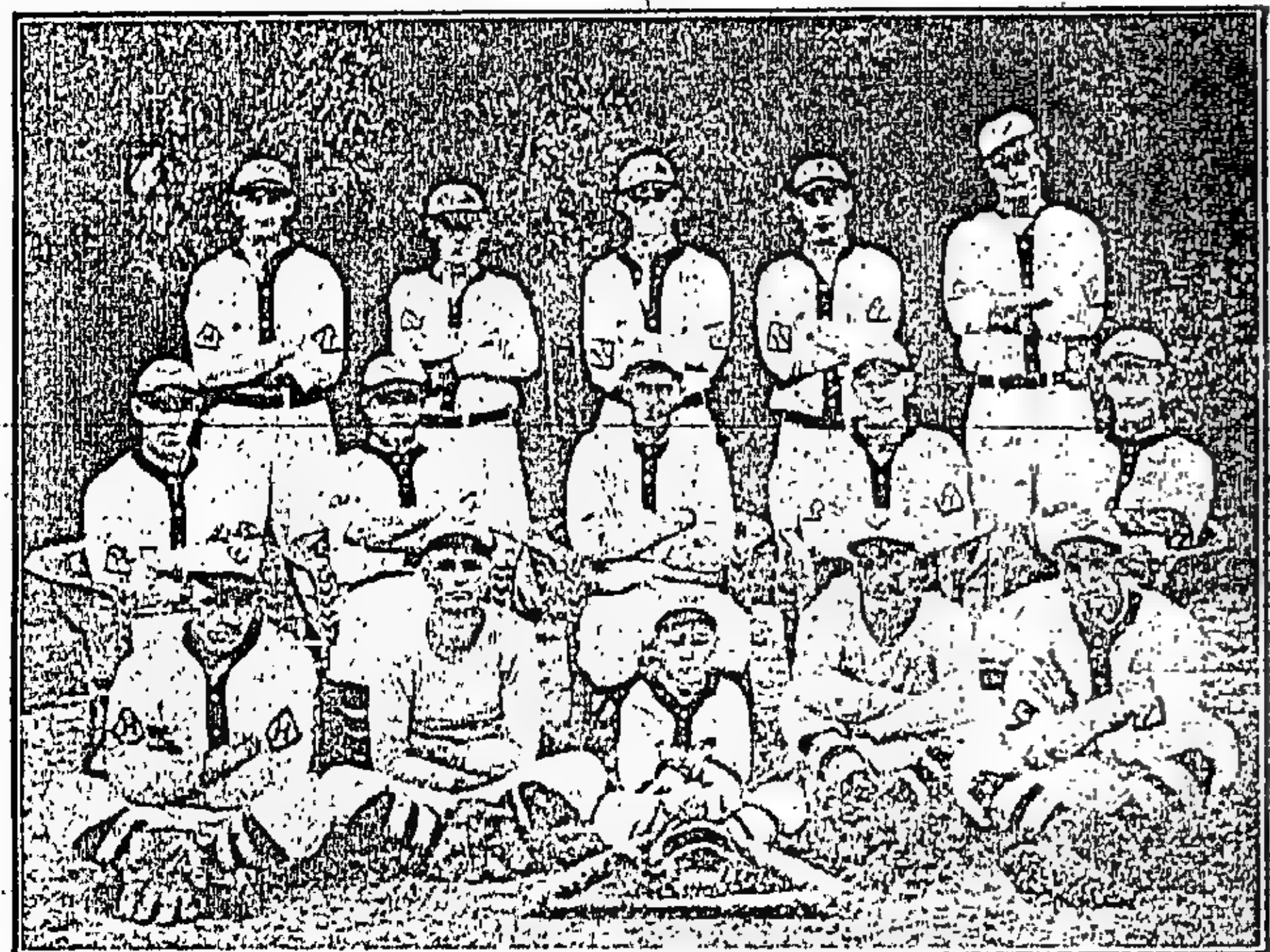
J. GIBBS & CO.
BANK OF CANTON BUILDING
FIRST FLOOR.
*Phone C. 704 and C. 4532.



The victorious Filipino Stars baseball team, which secured three victories in Hongkong this week. (Photo: Mee Cheung).



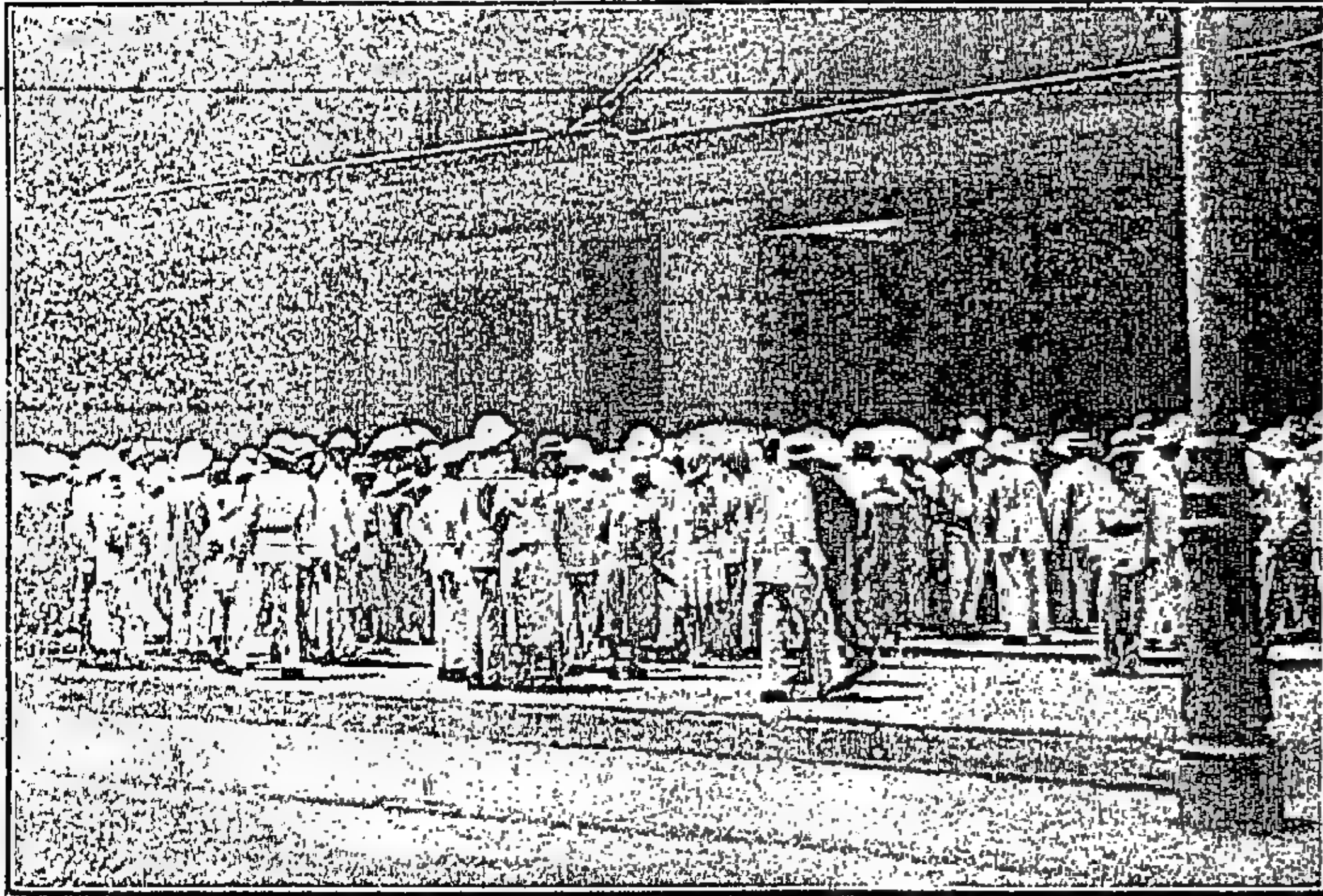
A Chinese player batting in the baseball match against the Filipino Stars, who won by 18-0. (Photo: Mee Cheung).



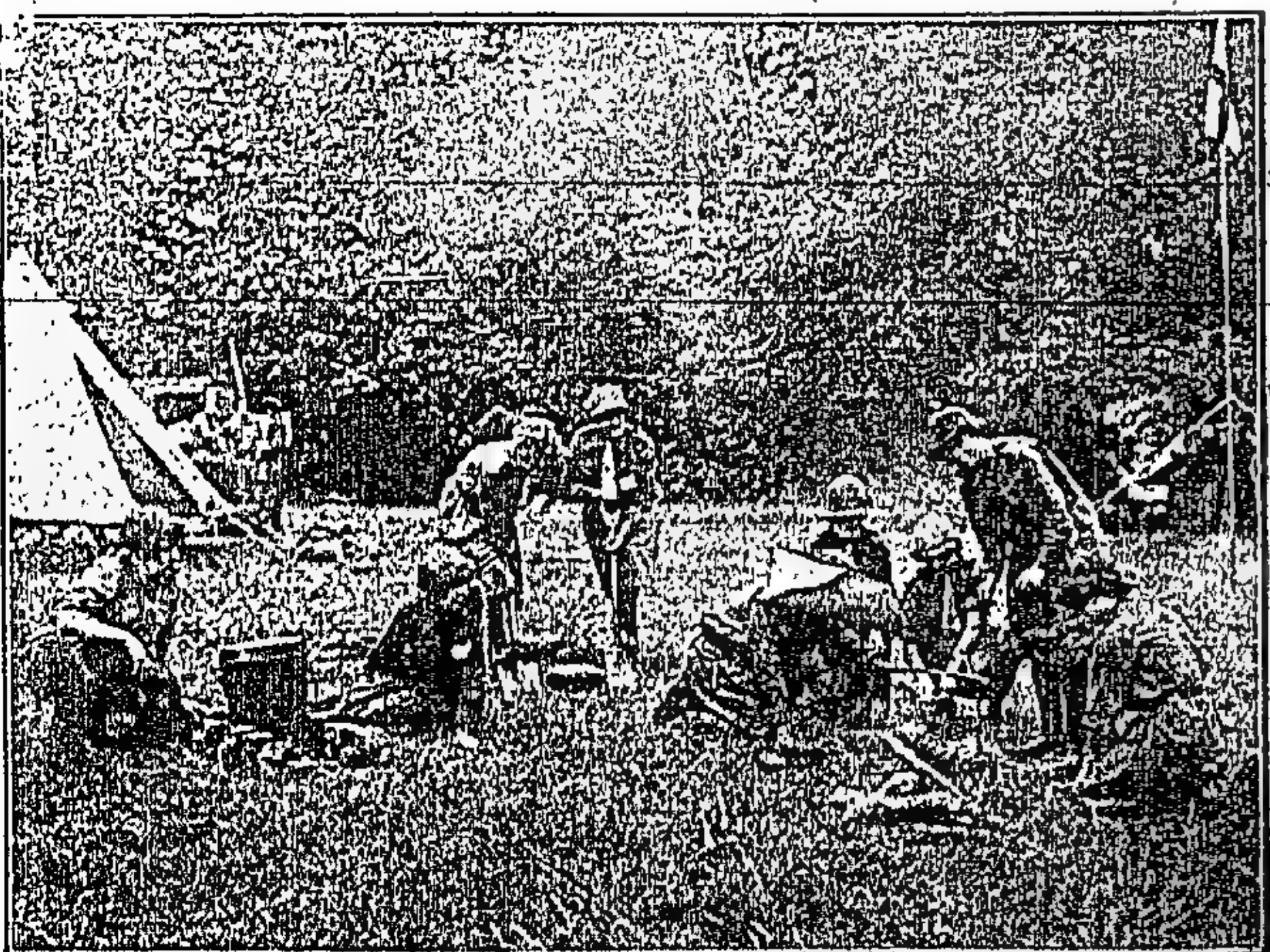
The U.S.S. Helena baseball team, beaten by the Filipino Stars by 14-0. (Photo: A. Hing).



Team from H.M. Submarine L-7, winners of the Aggregate Cup, Relay Race and Water Polo, as well as finalists in the tug-of-war. (Photo: A. Hing).



Photographs taken at the opening of Messrs. Lane, Crawford's new premises in Exchange Building. Left, H. E. the Governor arriving; centre, the crowd gathered outside the premises; right, H. E. the Governor leaving, accompanied by Mr. A. S. D. Consland, Chairman of the Company's Board of Directors. (Photos: Mee Cheung).



Scene at Lyndhurst, Hampshire, where 250 Girl Guides from all parts of the Empire were in camp last month.



At the Girl Guides camp. Left to right:—Lady Della Peel (Chief Commissioner), Lord Forster (ex-Governor General of Australia), Lady Forster and Lady Agnes Peel (Vice President of Imperial Council).

A shirt you should know about!

Summit Print Shirts



Cut and made to the Summit standard from fine English Print in a variety of stripes and check designs. Flat setting cuffs, two collars to match each shirt.

\$6.50 each, Shirt and 2 Collars.

WE ALLOW 10% DISCOUNT FOR CASH

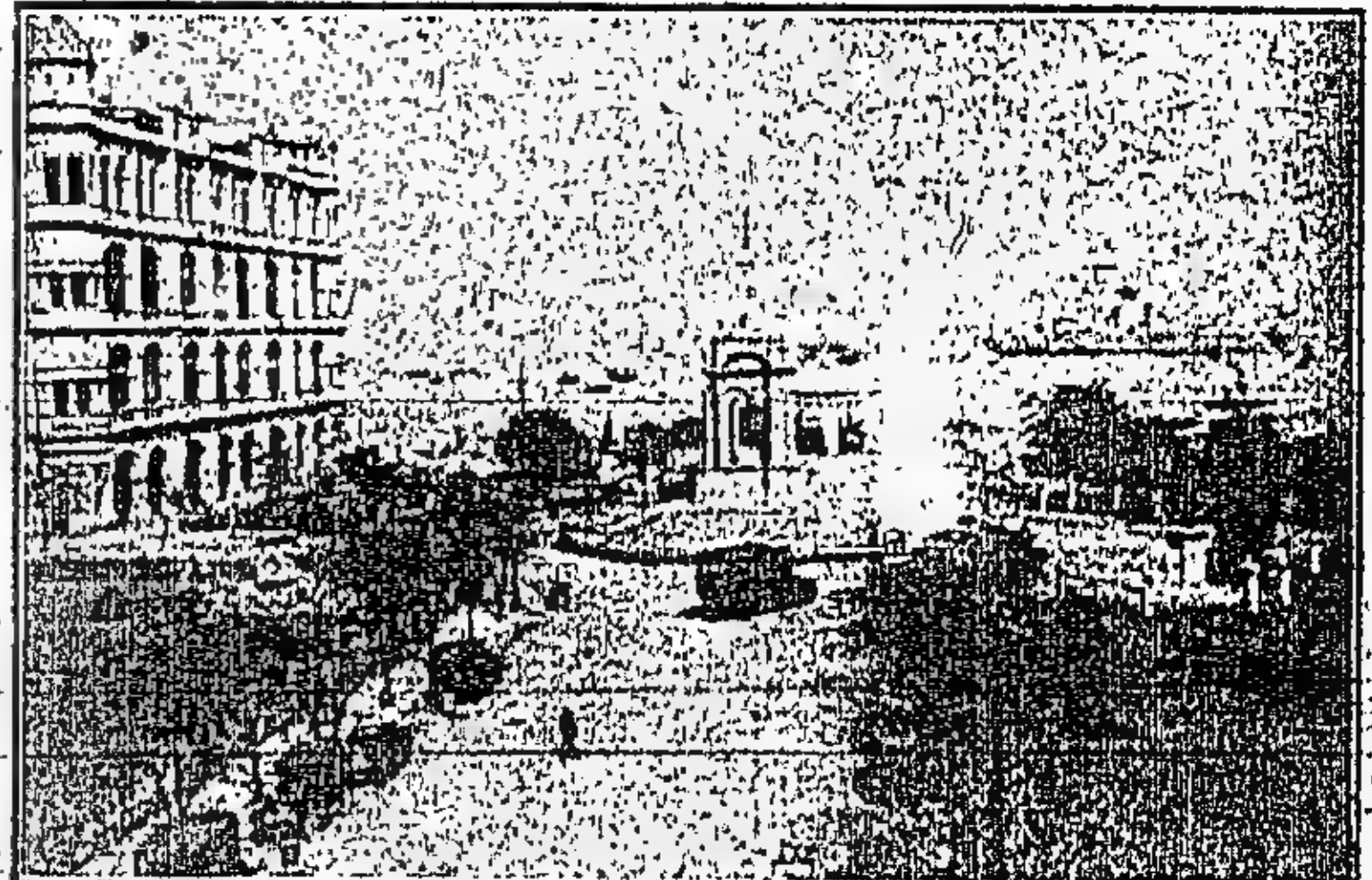
MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00 each

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

FEMINA.

1st. Floor, China Building.

JUST RECEIVED.

A Choice collection of Paris Dresses and Gowns the latest Creations.

Further reduction on all Summer Goods.

A Call Respectfully Solicited.

NEW INSTITUTE OF PHYSICAL CULTURE

BY

NINA KAMPER

Doctor of Medicine, Graduate of Gymnastic Institute and Ballet School, Moscow.)

Swedish and Plastic Gymnastics; Classical, National and Plastic Dances (by methods of the Russian Imperial Ballet School.)

SPECIAL CLASSES FOR CHILDREN.

At No. 506, Nathan Road, Kowloon.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

{Wing Woo Street,
TEL. 52 Central

WHITEAWAY'S SALE.

Special Bargains in all Departments.

The **ULTIMO** GENUINE GILLETTE RAZOR



INCLUDING TWO REAL GILLETTE BLADES

A Genuine Gillette Razor with 2 Gillette Blades. Well Plated.

PRICE

40 cts.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(£1.50 if not prepaid)
The following replies are awaiting collection—
1814, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1375, 1441,
1444, 1456, 1462, 1453, 1512,
1516, 5, 26, 32, 38, 61, 65.

SPANISH LANGUAGE TUITION.

PROFICIENCY guaranteed in six months. Madrid University Professor. Individual tuition in Hongkong. \$15.00. Collective classes \$12.00 monthly. Kowloon Night School individual classes \$12.00, collectively \$10.00 monthly. Chinese collective classes only, \$8.00 monthly. Apply Post Office Box No. 635.

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

WANTED.

WANTED.—On November 15th a completely furnished four bedroom HOUSE or APARTMENT located on The Peak or on a level not lower than May Road. Long or short term lease immaterial. Address—H. H. Geare, General Manager, Vacuum Oil Company.

ADVERTISER would like to get in touch with owner of attractive bungalow at Cheung Chau, who is prepared to rent furnished on lease. Please state full particulars to Box No. 60, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Spratt's Dog Medicines and Accessories. Obtainable at H.K. Seneira & Co., 17, Ice House Street.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—2 European FLATS of 3 Large Airy Rooms on top floor of No. 14, 2nd floor of No. 16, Conduit Road. Apply to H. M. H. Nemazee.

TO LET.—No. 1, Hart Avenue, Kowloon, 4 rooms, 2 bathrooms and servants' quarters, etc. Rent \$140.00. Apply No. 1, Hart Avenue, Kowloon.

TO LET.—From 1st September next, "Stillingflete", No. 4, Peak Road, two stories, seven rooms, two bathrooms and basement. Apply to Deacons, Prince's Building.

TO LET.—From 1st September, "Stowford No. 2", 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters. Apply to Deacons, Prince's Building.

TO LET.—Well furnished, large Airy Rooms in Hankow Road, Kowloon. Every convenience. Near the ferry. Rates without board \$25.00 to \$40.00 per month. European Management. Apply Box No. 61, care of "Hongkong Telegraph."

TO LET.—Houses & Lands for sale. Mortgages arranged. Flats & Houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small investors Tel. C.4630.

FOR VARIETY IN PERIODICALS BOOKS FICTION STATIONERY FOR STEADY PRICES CIVILITY ATTENTION GO TO

BREWER & CO.
10 Peddar Street off H.K. Hotel
Open till 8.00 p.m.

NEW ADVERTISEMENTS.

HONGKONG CRICKET LEAGUE.

The Annual Meeting will be held in the Pavilion of the Hongkong Cricket Club (by kind permission) on Monday, August 30th, 1926 at 5.15 p.m.

G. A. SAYER,
Actg. Hon. Secretary.
Hongkong, August 22, 1926.

RADIO SOCIETY.

APPEAL FOR MEMBERS.

The Hongkong Radio Society, which at present is the sole broadcasting agency in the Colony, makes an earnest appeal to all interested in radio to become members.

The Society's aim is to provide regular radio programmes, but its work is at present rather restricted by reason of lack of finances. Owners of receiving sets will serve their own interests by joining the Society, because the bigger the membership list the greater will be the possibilities for expansion of the Society's work.

Those desirous of joining the Society are asked to communicate with Mr. H. G. Swinburne, the Hon. Secretary, c/o Morning Post Building.

Entrance fee, \$5; annual subscription, \$5.

Members and prospective members are asked to be present at a General Meeting of the Society to be held at the Morning Post Building on Thursday, September 2nd, at 5.30 p.m. when the future of the Society will be discussed.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong, August 22nd, 1926, 12th Sunday after Trinity; Holy Communion, 8 a.m.; Matins, 11 a.m. Preacher: Rev. W. W. Rogers. Litany, 12 noon; Evensong, 6 p.m. Preacher: Rev. H. Copley-Moyler.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m., Subject: "Mind." Wednesday Evening Meeting at 5.30 p.m., Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

MOTOR CARS ETC.

BUICK—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragan Garage, Happy Valley.

PACKARD SIX—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragan Garage, Happy Valley.

NEW RALEIGH solos-fitting lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

HUDSON—SUPER-SIX (No. 573206) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

HUDSON—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire-wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

TAIKOO CLUB OPEN AIR CONCERT

on

SAT. 21st AUGUST
at 9 p.m.

N. B. SHOULD WEATHER BE INCLEMENT CONCERT WILL BE HELD IN CLUB HALL.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 23rd August, 1926, commencing at 2.45 p.m.

At No. 6, Orient Buildings, (First Floor) Nathan Road, Kowloon.

A Quantity of Household Furniture.

(Particulars as per Catalogue.)

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 24th August, 1926, at 11 a.m.

at Godown No. 18, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(for account of the concerned).

150 Cases Tea (more or less damaged) ex Lighter "Tung Shan."

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, August 21, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 26th August, 1926, commencing at 2.45 p.m.

at No. 4, Observatory Villas, Kowloon.

A Quantity of Valuable Household Furniture.

Particulars from Catalogue.

On View on Day of Sale.

LAMMERT BROS., Auctioneers.

Hongkong, August 21, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY, the 27th August, 1926, commencing at 2.45 p.m.

at Ground Floors, Nos. 6 and 7, Aimai Villas, Austin Road, Kowloon.

A Large Quantity of Valuable Household Furniture.

Comprising:—

Dinner Wagon, Sideboard, Extension Dining Table, Dining Chairs, Ladies Desks, Sofa, Easels, Electric Chandeliers, Celling Fans with Chandeliers attached, etc., etc.

Dressing Table, Washstand, Wardrobes, Single and Double Bedsteads with Mattresses, Pillows and Blankets, etc., Shanghai Baths, Commodes, Crockery, &c., &c.

also
1 Fine Cooking Stove with Boiler,

and
A Quantity of Sundries.

Catalogues will be issued. On View from Thursday, the 26th August, 1926.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, August 21, 1926.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor, 2, Duddell Street, Hongkong.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (for account of the undersigned),

on FRIDAY, the 27th August, 1926, at 2.30 p.m.

At Nos. 11, 13 and 15, Conduit Road, (known as T. K. K. Mess) the valuable Furnitures and Fitting, etc., therein contained, consisting of:—

Chesterfield Suites, Sofas and Chairs, Cabinets, Dining Tables and Chairs, Dinner Waggon, Sideboards, Screens, Flower Stands, Wardrobes, Dressing Tables, Chests of Drawers, Washstands, Towel Racks, Double and Single Iron Bedsteads with mattresses, Hatstands, Tables, Lamps, etc., etc.

also

Blackwood Cabinets, Marble top tables, Teapots, Fire screens, etc.

One Tennis net and A Quantity of kitchen tables shelves and stands.

On view one day before date of sale.

Catalogue will be issued.

Terms:—Cash on delivery.

E. V. M. DE SOUSA, Auctioneers.

Hongkong, 13th August, 1926.

HUGHES & HOGUE LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS & GENERAL BROKERS.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS

every

TUESDAY & FRIDAY,

at 2.30 p.m.

FOR THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.



Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.673.

It is announced from Cyrenaica that an Italian force escorting lorries traversing the hill country east of Benghazi was attacked by brigands. Twenty-two soldiers, five civilians, and one friendly Arab were killed. Punitive measures have been taken.

POST OFFICE NOTICE.

NOTICE.

Wireless Service between Hongkong and Canton is resumed. The Parcel Post Service to Swatow is suspended until further notice. The mail service to Samshui, Wuchow and Kungmoon is resumed.

INWARD MAILS.

From	Per	Date
Shanghai and Europe via Siberia	Szechuen	August 21.
Straits	Santhia	August 21.
Shanghai	Kitano Maru	August 23.
U.S.A., Canada, Japan and Shanghai	Pres. Jefferson	August 23.
Shanghai	Sunning	August 23.
Canada, U.S.A., Japan, Shanghai and London via Canada (London 24th July)	Emp. of Canada	August 23.
Straits	Suisang	August 23.
Manila	Pres. Cleveland	August 27.
Japan	Fushimi Maru	August 28.
U.S.A., Honolulu, Japan & Shanghai	President Polk	August 30.
U.S.A., Honolulu, Japan & Shanghai	Shinyo Maru	August 31.
U.S.A., Honolulu, Japan & Shanghai	President Pierce	September 2.
Australia and Manila	St. Albans	September 6.

OUTWARD MAILS.

For	Per	Date
Fort Bayard	Wingwong	Sat., Aug. 21, 2 p.m.
Haiphong	Tonkin	Sat., Aug. 21, 2.30 p.m.
Shanghai	Tikarung	Sat., Aug. 21, 2.30 p.m.
Straits	Pembroke	Sat., Aug. 21, 5 p.m.
Haiphong	Mingang	Sat., Aug. 21, 5 p.m.
Saigon	Telemachus	Sat., Aug. 21, 5 p.m.
Shanghai and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)	Suiyang	Sat., Aug. 21, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Aug. 22, 9 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Kalyan	Mon., Aug. 23.
	Parcels	Mon., Aug. 23.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles, 19th September).	
Bangkok	Kiangau	Mon., Aug. 23, 10.30 a.m.
Amoy	Szechuen	Mon., Aug. 23, 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via San Francisco	Korea Maru	Tues., Aug. 24.
	Registration	8.45 a.m.
	Letters	10.30 a.m.
	(Due San Francisco, 17th September).	
Shanghai and Japan	Kitano Maru	Tues., Aug. 24, 10 a.m.
Amoy and Foochow	Haining	Tues., Aug. 24, 11 a.m.
Sandakan	Hinsang	Tues., Aug. 24, 12.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Asphalon	Tues., Aug. 24.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles, 22nd September).	
Swatow, Amoy and Formosa	Kotsu Maru	Wed., Aug. 25, 8.30 a.m.
Shanghai	Hopsang	Wed., Aug. 25, 10 a.m.
Straits and Calcutta	Kumsang	Wed., Aug. 25.
	Parcels	Noon.
	Letters	1 p.m.
	(Due Marseilles, 20th September).	
Shanghai	Sunning	Wed., Aug. 25, 5 p.m.
Amoy	Kalyan	Wed., Aug. 25, 6 p.m.
Haiphong and Haiphong	Tean	Thurs., Aug. 26, 8.30 a.m.
	Parcels	20th, 5 p.m.
	Registration	20th, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Tanda	Fri., Aug. 27.
	Letters	8.30 a.m.
	(Due Thursday Island, 11th Sep.)	
Bangkok	Kwangchow	Mon., Aug. 27, 10.30 a.m.
Shanghai	Shantung	Fri., Aug. 27, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Fushimi Maru	Sat., August 28.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles, 20th September).	
Weihaiwei	Huichow	Sat., Aug. 28, 2 p.m.
Shanghai	Sinking	Sat., Aug. 28, 5 p.m.
Haiphong	Leesang	Sat., August 28, 5 p.m.
Straits and Calcutta	Namsang	Mon., August 30.
	Parcels	Noon.
	Letters	1 p.m.
Amoy	Klungchow	Mon., Aug. 30, 5 p.m.
Japan and Honolulu	Ginyo Maru	Tues., Aug. 31, 10.30 a.m.
Straits and Calcutta	Namsang	Tues., August 31.
	Parcels	Noon.
	Letters	1 p.m.
Shanghai	Yatsing	Wed., Sept. 1, 10.30 a.m.
Sandakan	Mausang	Wed., Sept. 1, 12.30 p.m.
Japan	Laisang	Mon., Sept. 6, 5 p.m.
Shanghai	Kwongsang	Wed., Sept. 8, 3.30 p.m.

Correspondence bearing vessel's name only.

FLOWERS THAT RISE LATE.

'NOT AWAKE UNTIL EIGHT IN THE MORNING.'

How plants, like men, sleep and die, and how, more sensitive than men, they can perceive the outlining rays of the spectrum and also probably possess a sixth sense, was described in a further lecture by Sir Jagadis Bose at the Royal Society of Arts.

His address, given under the auspices of the British-Indian Union, followed a reception by the Dowager Lady Boyle. Sir Alfred Mond, M. P., presided. Sir Jagadis Bose said that the strong contrast of the plant to the energetic animal, with its reflex movements and pulsating organs, had led to a theory of two streams of life flowing side by side with little in common, but the invention of devices of extreme sensibility had enabled it to be proved that the mechanism of life was essentially similar in both. The plant might be described as an anchored animal, and the animal as a moving plant.

Certain plants were more sensitive than man. Whereas the human eye perceived only a single octave, lying between red and violet, of the multitudinous ether waves, the plant responded to the ultra violet and also the invisible wireless waves at the other end of the spectrum. "It is not unlikely," Sir Jagadis declared, "that that plant possesses an unsuspected sixth sense, for some of my records show a characteristic modification due to the presence of certain individuals, which persists

even after exclusion of the factor of radiation from the human body."

The closure of the leaflets of certain plants was not connected with true sleep, or periods of insensibility. A special apparatus had revealed that the mimosa, for example, rose late in the morning, waking up gradually from 8 a.m. till noon, remaining fully alert till evening, and falling fully asleep only in the early hours of the morning.

External appearances were deceptive, as was shown by the famous praying palm of Faripore, which prostrated itself in the evenings as the temple bells called people to prayer. Investigations showed that there was no special sanctity in this strange performance, for, unnoticed, all trees and their branches and leaves were moving up and down in response to outside stimulus.

When a plant died there was no immediate change in its placid appearance; withering and drooping took place long after death had happened. A spasm passed through the whole body when a man died, and similarly, in plants a great contractile spasm, accompanied by an electric spasm, occurred. In the script of the death recording apparatus he had devised for plants, the line that was being steadily drawn was suddenly reversed and then ended.

Deptford Borough Council are making representations to the London County Council asking that the numbering of houses in all roads should be continuous, and all subsidiary names, such as "terraces" and "cottages," abolished.

WOMAN'S WILL.

R.S.P.C.A. REFUSES \$10,000.

The action of the Royal Society for the Prevention of Cruelty to Animals in refusing a legacy of \$10,000 owing to the conditions accompanying it were raised at the annual meeting of the society. The Hon. Stephen Coleridge, whose activities on behalf of the cause of anti-vivisection are well-known, tabled the following motion:

"That the members of the R.S.P.C.A. regret that this society, by its official representatives, has refused the legacy of \$10,000 bequeathed to it by the late Mrs. Grove-Grady.

Mrs. Grove-Grady, who died a few months ago, also left \$50,000 to the People's Dispensary for Sick Animals.

A Daily Chronicle representative was told by the legal secretary of the R.S.P.C.A. why the bequest was refused.

"Two conditions accompanied the offer," he said. "They were:—

"That all members of the council and committees of the R.S.P.C.A. must be and always must have been anti-vivisectionists.

"That they must also be against all kinds of sport involving the hunting of wild animals, including fishing.

"The council felt they could not comply with these conditions, and I don't think Mrs. Grove-Grady imagined we could comply without altering the whole of our constitution.

"Our members hold all sorts of opinions regarding these two highly controversial subjects, and if we agreed to them we should split the society from top to bottom. Already there are about 12 anti-vivisection societies in this country devoted solely to the one purpose, and there are others for combating the hunting of wild animals. That is surely ample.

"There is plenty of good work for us to do in various fields without having our hands tied by being turned into an anti-vivisection or anti-sports society."

The Hon

THE SEARCH
FOR SATISFACTION
ENDS HERE



**SMOKE
CAPSTAN**

Easily the Most Popular Cigarette

This advertisement is issued by the American Tobacco Co., (Union) Ltd. B-580

BIG MONEY HOAX.**SUPER-CROOK'S DEALS WITH 20 FIRMS.**

Berlin.—Another most amazing financial swindle is engaging public attention here.

It is of the nature of a Super-Koepenickiad. In it no fewer than 22 of the most prominent industrial concerns of the country are concerned.

The hero of this almost unbelievable tale is Herr Iwan Kutisker, who recently was sentenced to five years' penal servitude and to a fine of 4,000,000 marks for a swindle whereby the Prussian State Bank lost nearly 14,500,000 marks.

The judge described Kutisker as "a person of greater duplicity than any swindler known in Western Europe for a century and a half."

At the time when his name was before the public in connection with this case, and when his dark deeds were coming to light, Kutisker actually had the nerve to set up a concern which he called "Sales Organisation for German Industry, Limited."

Its object was represented to be to assist German firms in doing business with Russia.

The Hidden Name.

He set up a "man-of-straw" as head of this firm, and entered into negotiations with 60 or 70 industrial concerns throughout the country.

With 22 of them he entered into agreements for the supply of enormous quantities of goods for Russia.

Kutisker for a while kept his name secret, alleging that he occupied such a high position that such concealment was necessary.

Agreements which he concluded were for periods of five years, and he charged commissions, varying from 3 to 5 per cent, not merely on the total amounts, but also on business which any of these firms might do independently of his firm.

These charges he justified on the ground that it was necessary to bribe heavily certain members of a Soviet commercial delegation in Berlin, and also some prominent Bolshevik authorities in Moscow.

He managed to obtain a considerable portion of these commissions; and also he persuaded various firms to give him full particulars of their business doings.

This information he utilised in order to make highly lucrative coups on the Stock Exchange.

The Name Blabbed.

One day, however, a representative of a certain firm called on Kutisker—who was then still preserving his incognito.

During their talk a clerk entered the room and said, "Herr Kutisker, you are wanted on the telephone."

So the great secret was out. The visitor was naturally astounded that he had to deal with such a notorious person, and boldly said that the whole business was a fraud.

Soviet's Clean Hands.

Kutisker endeavoured to put a bold face on the situation, and produced agreements as signed by many of the foremost German firms.

The visitor knew, however, that one of these firms was doing its Russian business on its own account; so he went to the Soviet Commercial Delegation to make inquiries.

There he learned that the delegation knew absolutely nothing of the whole affair and that it must therefore be a swindle.

To-day the Soviet delegation has issued a statement revealing the full nature of the fraud and proving that the delegation has had nothing whatever to do with Kutisker.

It is known what sums are actually involved in this affair, but the evening papers state they must run into many millions of marks.

It is declared that the State Attorney will take the matter up, and Kutisker will be charged with fraud against more than a score of firms.

At Bournemouth, Henry George Mutchings, aged 57, secretary of two courts of the Ancient Order of Foresters, and former High Chief Ranger of the Order, was sentenced to six months' imprisonment on charges of stealing and embezzling sums amounting to £750, the property of Courts Wilberforce and Robin Hood.

CONQUERING THE CHANNEL.**EFFORTS OF SOME WOMEN ASPIRANTS.**

In one of Ellen Thorneycroft Fowler's novels much is made to depend on the simultaneous drowning of a husband and wife. In the disposal of property this question has more than once engaged the Law Courts in deciding who would be the survivor. I believe the probability of a man surviving a woman under these circumstances, if only for a few minutes, is the principle which guides lawyers. The woman is considered as "the weaker vessel," writes David Williamson in the *Daily Chronicle*.

If a man contested with a woman the swimming of the Channel it is probable the woman would show signs of exhaustion earlier. In the last six years the endurance of women swimmers has been tested in several attempts to equal the feat accomplished by Webb, Burgess and others.

A Determined Attempt.

It was in September, 1920, that Mrs. Arthur Hamilton made a determined attempt, and she got within nine miles of her goal, Mrs. Willing failed in the same summer. Mrs. Hamilton did much better in August 1921, and was only three miles from Deal when she had to give up. In the following year Miss M. Gletze made an attempt. In 1923 three ladies—Mrs. Corson, Miss Z. Hills, and Miss D. Hine—were all foiled after gallant efforts. Mrs. Corson has just arrived in England to try again.

Miss Lillian Harrison was twice unsuccessful in August 1924, the tides being too strong for her. The next year she managed to get within eight miles of Dover. Miss Jane Sion, swimming from the French coast, had the cruel disappointment of having to surrender only one and a quarter miles from the coast. The following day Colonel Freyberg, C.V., gave up only a quarter of a mile from the shore. He is credited with a determination to try again this year.

Miss Ederle's First Effort.

In 1925—the year when the jubilee of Matthew Webb's triumph over the Channel was celebrated

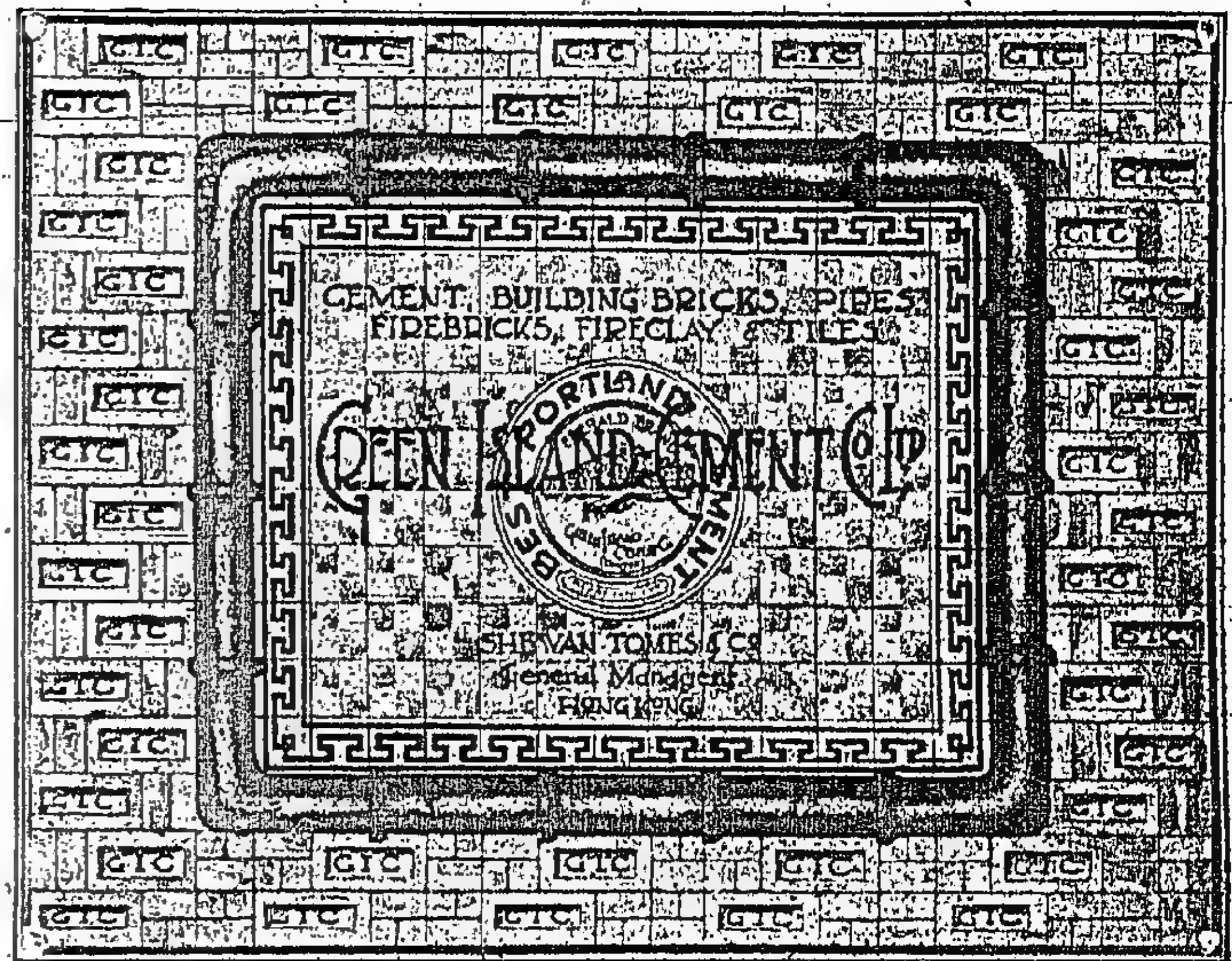
—Miss Gertrude Ederle, only 17 years of age, made an attempt in August, but had to give up seven miles from the coast. Miss Ederle holds seven world's amateur records in the free style of swimming. Miss Mercedes Gleitze was seized with cramp when she tried on August 30.

Matthew Webb was the first man to swim the Channel, the deed being done on August 24-25, 1875, in 21 hours 45 minutes. He was 27 years old, and lost his life eight years later in an attempt to swim the rapids below Niagara Falls.

Thomas Burgess.

Thos. Wm. Burgess, who is now sixty years old, was unsuccessful in his efforts to swim the Channel on fifteen occasions between 1904 and 1911. But on September 6-8, 1911, he accomplished the feat in 22 hours 35 minutes. It was calculated that he swam about sixty miles, including the drifting caused by currents. His advice and training have been sought by more than one competitor since his success.

Jabez Wolfe was the most determined swimmer in attempting the Channel. Twenty times between 1906 and 1914 he made splendid efforts, once getting within a quarter of a mile of the shore.



Your Home Should Have A Real Bathroom

There is nothing that will bring
so much health and comfort.

We Employ A Thoroughly Competent Staff Under Efficient
European Direction

Specifications and Estimates submitted
on request

Latest Bathroom Appliances on
view at our China Bldg. Showroom.

C. E. WARREN & Co., Ltd.

Opposite Queen's Theatre - Telephone C. 269.
ESTABLISHED 1899.

JAVA
THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate.

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds

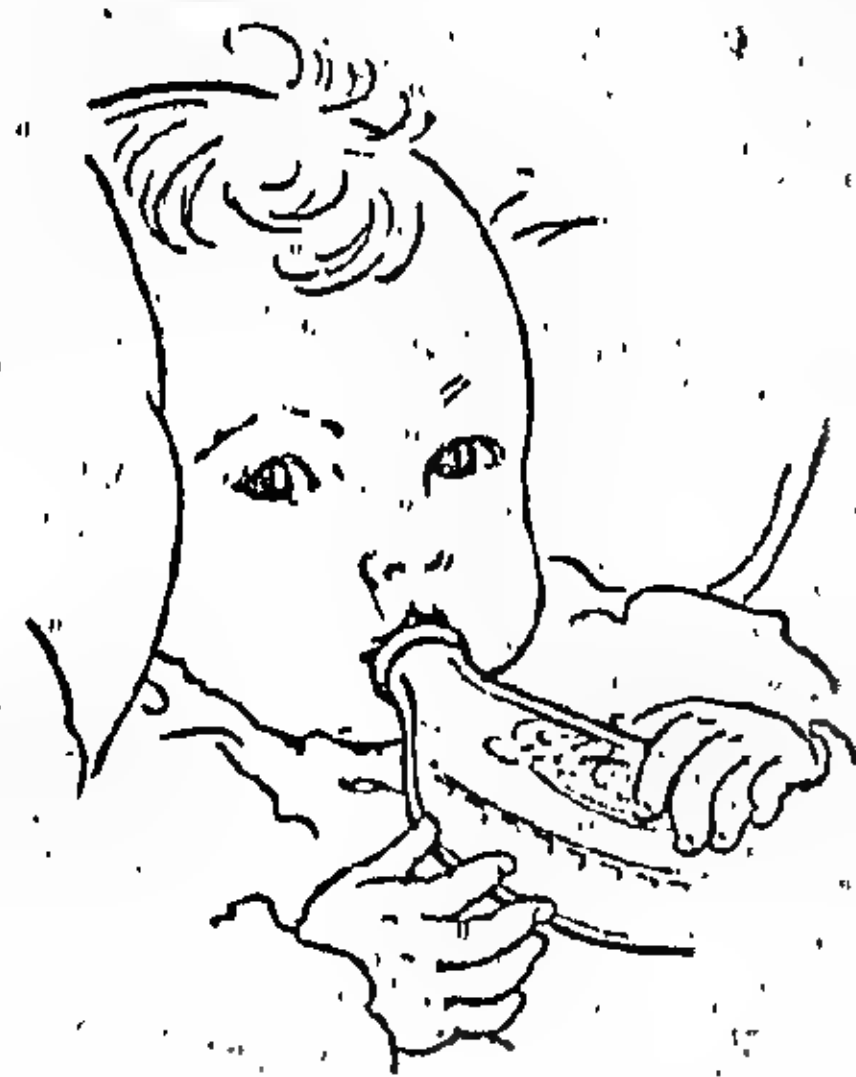
WHY NOT SPEND YOUR
HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J. O. J. L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java, apply—

JAVA-CHINA-JAPAN LIJN
YORK BUILDINGS
Telephone Central 1574.

GO TO JAVA

Next Sailings from Hongkong, Batavia.
S.S. "TJIKEMBANG" 26th Aug.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.



"Builds Bonnie Babies"

Sole Agents—

W. R. LOXLEY & Co.

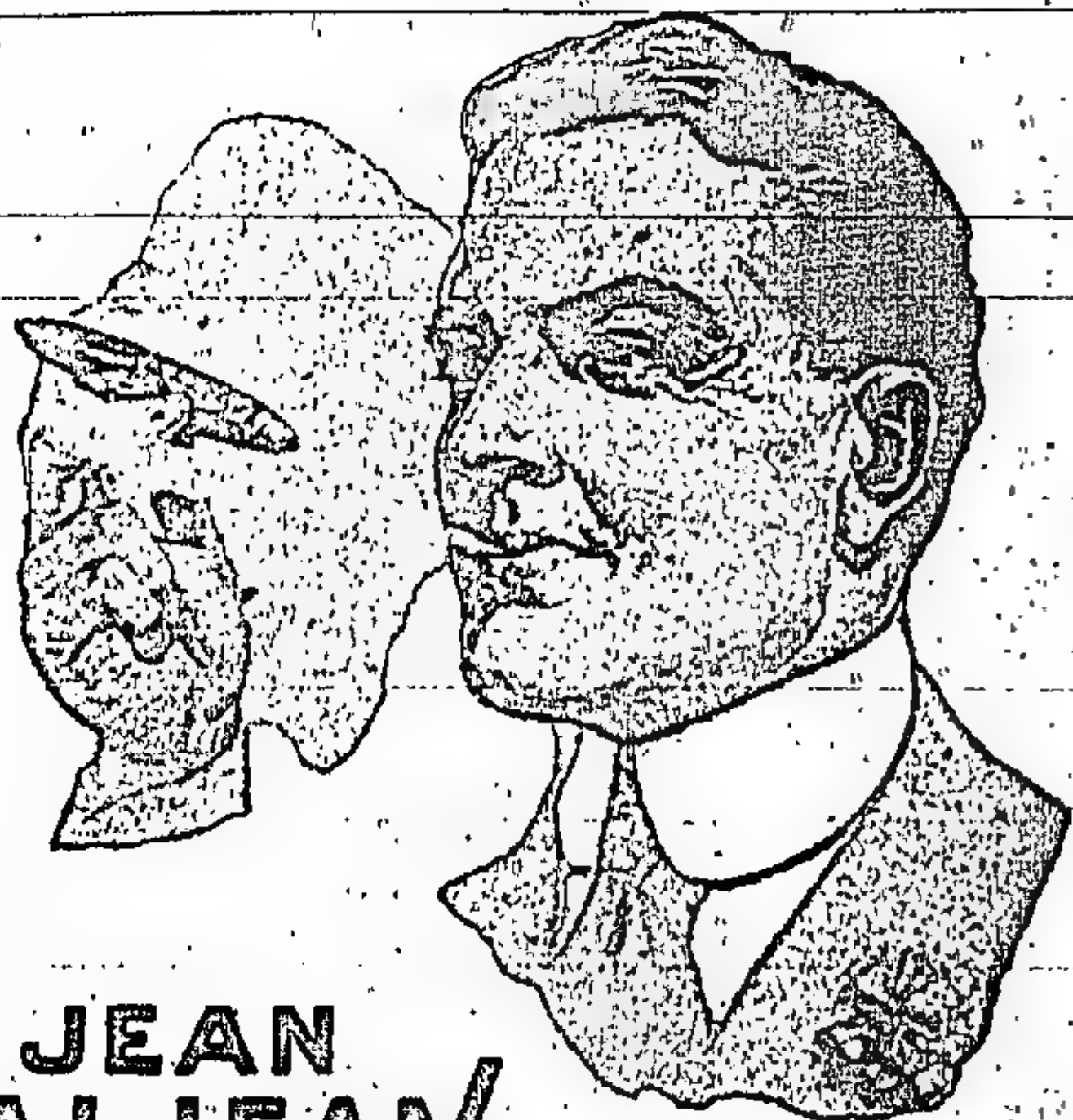
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Sale

NOW ON

Bargains

in every Department.



JEAN VALJEAN
"Truly a Cigar"

LABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

900 YEARS AGO.

STONE RECORD 500 YEARS BEFORE COLUMBUS.

Norse Vikings not only discovered America more than 900 years ago, and explored the Atlantic coast line of Canada and of some of the "United States," but they crossed the Continent and the Rockies.

In the year 1010 A.D. (when King Swoyn's Danes were still fighting the Anglo-Saxons for the throne of England) a battle was fought between Scandinavians—who had crossed the North Atlantic and the America Continent—and the native Americans at Spokane.

This is at the foot of the further slope of the Rocky Mountains. It is 3,000 miles overland from the West Atlantic landing-place of Leif Ericsson's Scandinavians in the year 1000 A.D. Spokane is only about 300 miles from the Pacific.

Announcement of the 900-years-ago battle of Spokane is made by Professor Olaf Opejon, the Norwegian scientist, in giving his reading of painted runic characters on a boulder near Spokane City, Washington State.

Battle for the Well-Spring.

The boulder stands beneath high cliffs near Spokane Falls—like the "Bowder Stone" near the falls of Lodore, in Cumberland.

Near the boulder of Spokane is a spring of ice-cold water.

Indelible paintings on the boulder describe details of the great conflict fought more than 400 years before Columbus discovered America.

A band of Norse Vikings, consisting of 24 men and 7 women, was following an old trail while travelling from east to west.

Professor Opejon explains that, exhausted and thirsty, the Norse trekkers came to a spring besides a trail, and there they camped.

The spring was not a large one, and soon the water was drained from it.

Then a party of Indians came along. Finding the spring waterless, they immediately attacked the Norse adventurers in an effort to drive them away from the spring.

Grave and Grave-Stone.

The records left state that the Norse men put their seven women and a baby on top of the boulder, where they could not be reached by the Indians, and the Vikings themselves stood about the base of the boulder fighting the Indians.

Twelve of the Norsemen were killed; the others escaped after two of their men had been captured.

Six of the women were taken prisoners, while the seventh woman, who had a baby in arms, was thrown from the top of the boulder and killed.

Later, six of the Scandinavian survivors returned to the spring.

There they dug a grave near the rock and buried their dead who had been stripped by the Indians.

It is added that the burial mound is plainly visible.

BISHOP'S UNMEANT JOKE.

PRINCE OF WALES JOINS IN LAUGH.

The Prince of Wales recently visited the School for Welsh Girls at Ashford (Middlesex), of which he is patron, and laid the foundation-stone of a new assembly hall.

Addressing the 130 girls, the Prince said a fund was started some years ago, thanks largely to the efforts of the Old Girls' Association, and had now grown sufficiently to justify making a start with the new assembly hall. He added:—

"A school is best judged, perhaps, by the feeling which those educated there retain for it in after years. The Welsh Girls' School comes very well through that test, for the Old Girls' Association is a very vigorous organisation, the members of which keep in closest possible touch with Ashford."

Bishop Watkin Williams, treasurer of the school, observed that "the Prince of Wales has been patron of the school for 200 years."

Looking at the slim figure on the platform, and noting the youthfulness of the Prince's appearance, the girls burst into laughter, in which the Prince joined.

COATES' ORIGINAL PLYMOUTH GIN.

The Navy's Choice

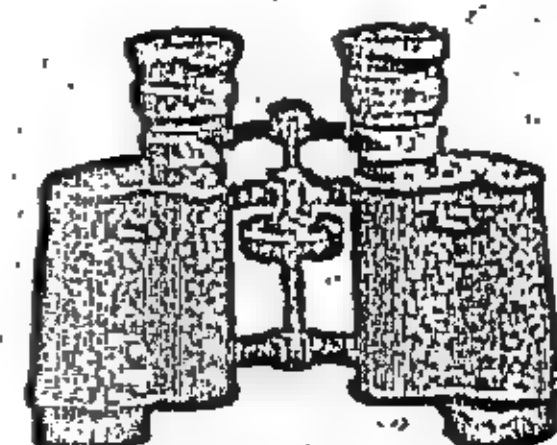
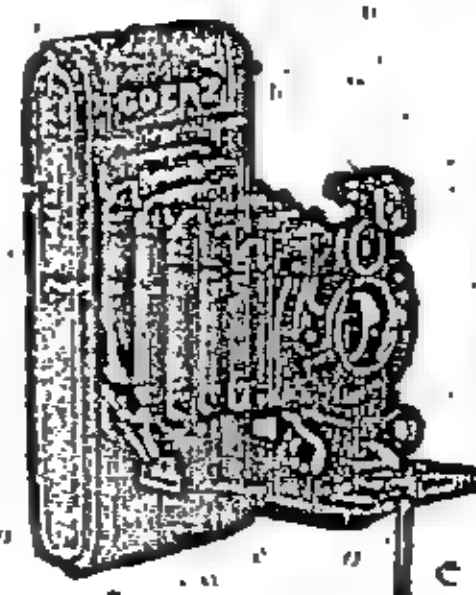
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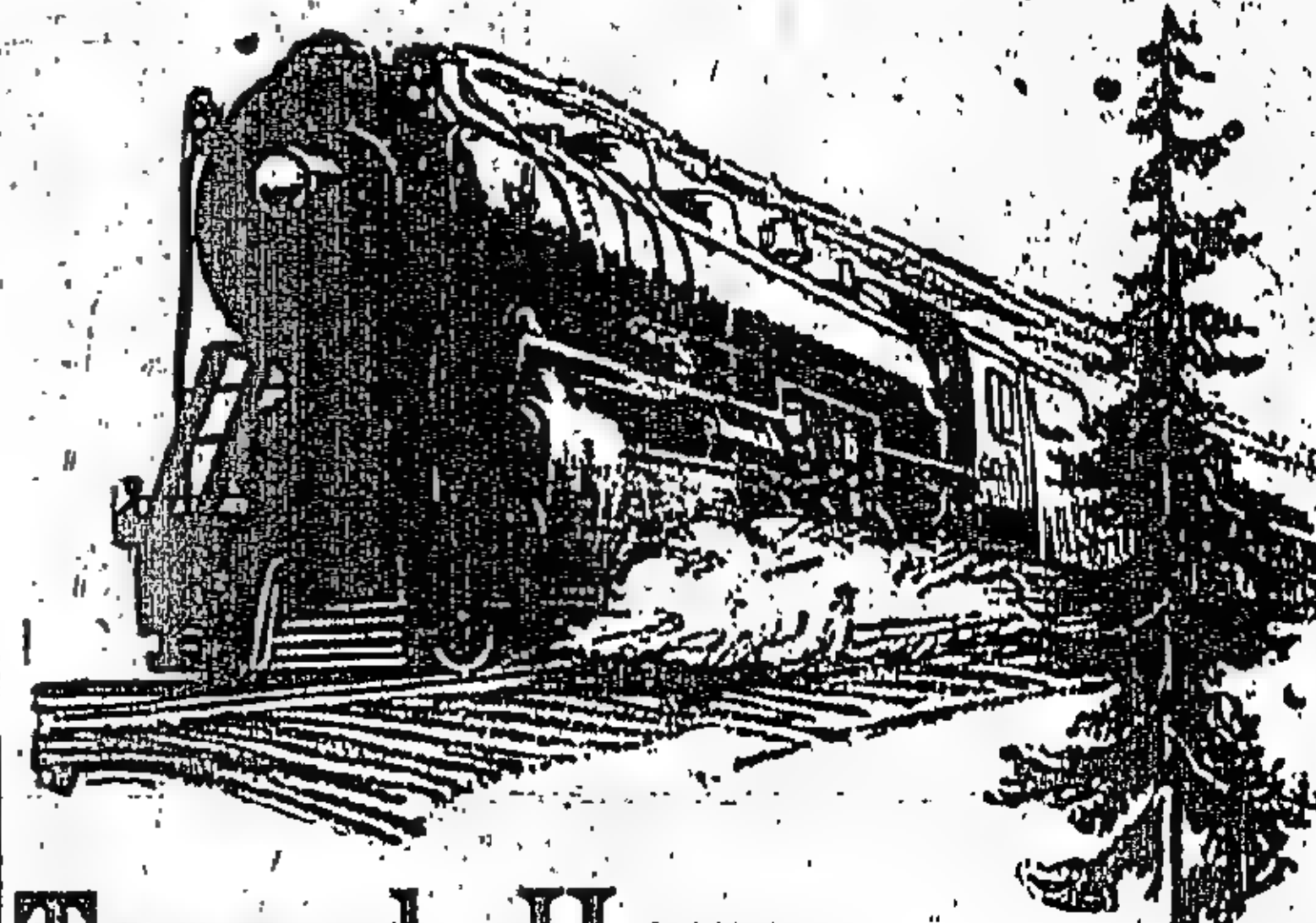


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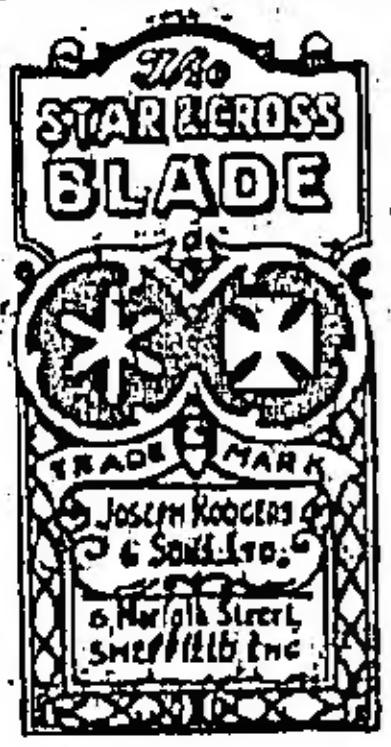
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TRAGIC DEATH.

WELL-KNOWN NAVAL SPORTSMAN.

Many will regret to learn of the tragic death of Leading Telegraphist Leonard Carline, of Submarine L7, who passed away suddenly on board the submarine yesterday, under circumstances which lead to the belief that he was electrocuted.

Ldg. Tel. Carline was standing on a plank gangway in the control room of the submarine (which is at present docked in the harbour) about noon, and, apparently feeling hot, he picked up a portable electric fan, which was switched on, and turned it on himself. It is presumed that he received an electric shock, for he suddenly cried out "Take it! Take it!", and held the fan out to a Petty Officer Telegraphist who was standing nearby, and who immediately took it from Carline's hand.

Carline then swayed for a few seconds, and fell over into the battery tank, which was empty at the time, a distance of five feet.

Medical aid was immediately summoned, and artificial respiration was attempted. Carline was found to be breathing, and he was removed to the Tamar tender, but on arrival at the Tamar it was found that he was dead.

Ldg. Tel. Carline was a prominent naval athlete, and one of the best Navy representatives at water-polo, taking part recently in a League game at the V. R. C. He was an adept at various forms of sport, and was adjudged champion of the submarine flotilla in the recent Ambrose sports. He was not long ago admitted a member of Sir James Oxberry Lodge, R. A. O. B., and his personality won him many friends.

Deceased would have been 26 next month. A native of Manchester, he leaves a mother and other near relatives there, with whom much sympathy will be felt.

THE COAL STRIKE.

A GRAVE VIEW.

London, Aug. 20. The executive of the Miners' Federation met in London. A grave view was taken of the situation. One member was of opinion that the attitude of the owners would prolong and embitter the struggle, and far from disintegrating the Federation would stiffen the backs of the rank and file.

He anticipated another ten weeks' struggle.

The Miners' Federation sat privately for three hours, and agreed to send the Government a verbatim report of the proceedings at yesterday's meeting with the owners, after which the members returned to their districts.—*Reuter.*

A WORLD WHEAT POOL.

CONGRESS TO BE HELD NEXT MARCH.

Winnipeg, Aug. 20. Representatives of Canadian wheat pools and United States wheat-growing organisations, as a provisional committee, have selected Kansas City, Missouri, for an international conference of wheat pools on March 16, 1927, when a definite plan for a world-wide wheat pool will be submitted.

Representatives will be invited from Australia, Argentina, India and Russia.

The conference will discuss, inter alia, the organisation of a news service giving dependable information regarding world-wide crop conditions.—*Reuter's American Service.*

CIGARETTE COSTS.

REASON FOR LOCAL INCREASE.

Many Hongkong smokers are wondering why they are now called upon to pay more for their cigarettes. The ten packet of Capstan which formerly cost 16 cents is now sold in the streets for 18 cents. A *Morning Post* reporter who made inquiries yesterday in one of the shops where cigarettes are on sale was informed that the price was now 20 cents instead of 16.

On inquiry at the British American Tobacco Co., it was learned that the increase in price is not merely a move on the part of the retailers. The B. A. T. has slightly increased their prices with effect from last Saturday.

This is due to the increased cost of manufacture. The Hongkong branch of the B. A. T. works on telegraphic instructions from Shanghai and following the other branches of the concern new prices have been put into effect.

Cent Per Small Packet.

The old prices remained at a constant level for some considerable time, but now, owing to changed conditions at home it has been found necessary to slightly increase prices.

The *Morning Post* reporter was informed that an increase of one cent on a small packet of Capstan, for example, should cover the increase. Apparently there is no excuse for a charge of 20 cents in some shops to cover the extra charge by the manufacturers. The probable explanation is that where 20 cents is the ruling price the shopkeepers do not deal in amounts of less than five cents.

The fluctuation of the Hongkong exchange has nothing to do with the increase and no definite information is available that the coal strike at home is in any way responsible.

At isolated places in the Colony the particular brand of cigarette referred to is still being sold at the old price but it is most likely that when new stocks are obtained the higher price will rule.

REVOLT IN NICARAGUA.

THE CAUSE.

Managua, Aug. 20. A message says the refusal of the United States Government to recognise President Chamorro is responsible for the revolution, which broke out on the night of August 17.

The railway was cut and a train derailed between Managua and Corinto, which is the chief seaport. Another train was blown up north of Managua.

The rebels have captured several towns. The Government forces recaptured Quez al Canque after a sharp encounter, and are besieging the other towns.—*Reuter's American Service.*

AERIAL SURVEY.

MAIL CARRYING FROM SARAWAK TO F. M. S.

(Our Own Correspondent.)

Singapore, August 20. The Aerial Survey Company's aeroplane has arrived here after a successful flight from Sarawak, bringing mails and carrying out survey work in the F. M. S.

SHANGHAI STRIKERS.

ATTEMPT TO CREATE TROUBLE.

Shanghai, Aug. 20.

Attempts by strikers in Japanese mills to create trouble this afternoon were averted by the police. An intended march on the Japanese Consulate did not materialize.

The agitators had planned a demonstration both in Nanking and Whangpoo roads. The Japanese Consulate is situated in the latter street. An attempt to execute this plan was begun in the Western district, but was nipped in the bud by the police.

Trouble has been fomenting ever since the alleged murder of a Chinese hawk aboard a Japanese vessel docked at Pootung. It is stated that the sailors who chased the hawk when the latter is alleged to have accidentally died by falling down a hatch are held in custody at the Japanese Consulate awaiting trial.

Altogether 2,400 employees of Japanese mills struck this morning bringing the total not working to 5,000.—*Reuter.*



There once was a lady who had
A husband who nearly went mad,
For the oven was old
The soup always cold
They've got Gas now,—And isn't he Glad!

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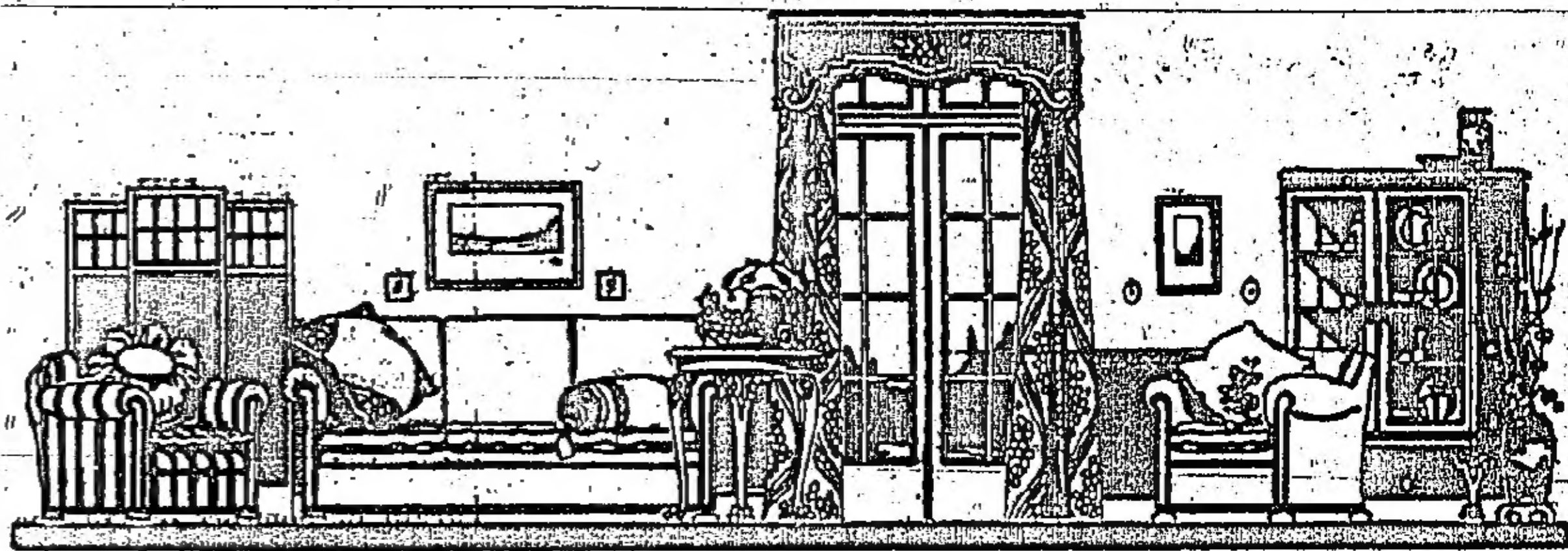
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MARRIAGE.

ENGLAND—KING.—At The Peak Church, Hongkong, on August 19, 1926, Arthur Ronald, third son of W. England, Swine, E. Yorks, to Barbara, second daughter of L. H. King, 372, The Peak, Hongkong.

DEATH.

NG NGAI SHI.—On 16th August, 1926, at 37 Pokfulam Road, Hongkong, Ngai Shi, wife of Ng Yuk Shu. Funeral takes place at 12 noon on Sunday, 22nd August from above address to "Yat Pit Ting" Kennedy Town.

The Telegraph

SATURDAY, AUGUST 21, 1926.

THE COAL DEADLOCK.

There will be very general regret that the renewed negotiations between the miners, and the coal owners proved so completely abortive, but perhaps one can get a grain of comfort out of the fact that the conference did serve the useful purpose of clearing away a lot of misconceptions and laid bare the wide divergence of views. The issue is as clear cut again now as it was when the stoppage began on May 1st, and although it is disheartening to think that the intervening months have resulted in no progress towards a rapprochement it is satisfactory to know clearly just where matters are. The owners insist on a longer working day, district settlements and the adjustment of wages to "the economics of the industry" while the miners, contrarily, demand the retention of the seven-hour day, and a national settlement and say they will only consent to a wages deduction provided there are guarantees that the reorganisation of the industry will be proceeded with immediately. The miners are back at the point they were at a year ago when the Government started the subsidy and the owners have changed but little. One cannot help but thinking that the Miners' Executive made a very useless invitation to the owners for a conference because the very fact that one is willing to enter a conference room presupposes a readiness to amend and accommodate one's standpoint. Two adamant parties, each firmly insisting on their own points of view, are not fit and proper parties to a conference. So it has proved in London; for it took only one and a half hours to read statements and then to discover that there was no possible use to be served by sitting together any longer.

The attitude of the Government does not please because it is so negative. The Government is

content to sit idly by and watch an economic war which is having tremendous effect upon the industrial life of the country, and it is no doubt doing so studiously with the object of exhausting one or other of the disputants to the point at which it will be impossible to fight again for a considerable period. The miners, of course, are almost in this position now, and many of them have gone back to work on terms which they feel to be unfair and yet which they have accepted rather than struggle on longer. The terms of the Notts and Derby owners—old rates of pay for seven-and-a-half hours work a day—are particularly hopeful as indicating that many miners "will get quite good terms, but the fear of the Miners' Federation is that these district settlements will operate to the permanent injury of the men in poor pit districts, and thus they are fighting for a national agreement. We think that the suggestion of the West-minster "Gazette" is a good one; namely, that the Government should obtain Parliamentary powers to enforce compulsory arbitration in a case like this. Owners plead inability to bear high production costs, miners plead inability to live decently on lower pay, while the Government pleads that the country cannot help. That is not a very promising condition of affairs, yet it is the position that exists to-day and will go on existing for some time unless the Government intervenes and forces action.

Meanwhile the public is being appealed to by the miners for support, and there is also an appeal being made to the International Labour Federation. There will doubtless be a goodly response, because there is a very widespread sympathy for the miners in what is considered to be a fight for better living conditions. Their pay is, admittedly, above bare subsistence level, and it is claimed that it ought to remain there. Labour is pushing its frontiers farther and farther away from the line of bare necessities and it is gaining much support in the growing consciousness that workers are entitled to all the amenities of the social state.

Cholera Rumours.

It is matter for congratulation that, so far, no locally-acquired cases of cholera have been notified here, despite rumours to the contrary, and there will be a general hope that that immunity will long be maintained. Those who have read of the terrible consequences of the scourge in Shanghai, at Nanking and Wuchow, to say nothing of the outbreak so near at hand as Canton, need no reminding of the seriousness of the disease, which often carries off its victims in a very few hours. In Shanghai, it appears that bad water is the cause of the outbreak, and that appears also to have been the case in the Wuchow district, where matters have been rendered worse still by the absence of qualified medical men to cope with the disease. Happily, Hongkong is well off in these respects, although there is, of course, always the danger of infection from outside the Colony. Fortunately also, the means of combatting the disease are well-known, but it appears that a great deal depends in cholera outbreaks on skilled and continuous nursing, which is frequently a problem when epidemics attain big dimensions. We are glad to know, from enquiries made, that Hongkong is fully alive to the dangers of the situation, and that for some time past arrangements have been in hand to cope with an outbreak should one occur here. In such matters, the authorities here are not always given the credit due them, for a deal of their work of a preventive character is unknown to the general public. It is, however, reassuring to know that steps have been taken well in advance to prepare for a possible spread of the disease to Hongkong, and the Government is to be greatly commended for its foresight in this regard.

DAY BY DAY.

FIND OUT WHAT YOUR TEMPTATIONS ARE AND YOU WILL FIND OUT LARGELY WHAT YOU ARE YOURSELF.—Henry Ward Beecher.

According to the old Chinese calendar to-morrow is the Spirits' Festival (Chung-yuanchieh).

The P. & O. s.s. Ranpara, from Hongkong, arrived at Marseilles on the 20th August at 4.30 p.m.

It is notified that the name of the General Commercial Company, Limited, has been struck off the Register.

The P. and O. liner Kalyan, which left Shanghai yesterday at 11 a.m., is due here at 5 a.m. on the 23rd instant.

Messrs. Carroll Bros. have been advised that the Raub Australian Gold Mining Co., Ltd. has declared a final dividend of 1/- per share for the year ending March, 1926, making a total of 6/- for the year.

Tenders are being invited for forming new house sites for villagers, filling in east side of Wong-ni-chong nullah and old Wong-ni-chong village; together with any necessary road construction.

The first general meeting of creditors of Nowell Bernard White, proprietor of the Ritz Cafe, is to be held at the Official Receiver's Office at 10.30 a.m. on the 26th instant.

His Excellency the Governor has accepted the resignation by Lieutenant Richard Hugh Skelton of his commission in the Hongkong Volunteer Defence Corps.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Monsieur Pablo Castillo as Consul for Mexico in Hongkong.

It is notified that, at the expiration of three months, the following companies will, unless cause is shown to the contrary, be dissolved:—The United Asiatic Co., Ltd., the Hing Loong Oil Manufacturing Co., Ltd., and Andrew Forbes and Co., Ltd.

Captain Arrachart and his brother, who are returning from Basra to Paris—having made the outward journey in a non-stop flight—were compelled to land at Herta, some 60 miles to the south of Budapest, owing to magneto trouble. Their aeroplane smashed in a ditch.

Don José de Loyzaga, one of the oldest newspapermen in the Philippines, died on the 12th inst., at St. Paul's Hospital, Manila. He was 61 years of age. About 1855 his father founded the *El Comercio*, which was sold only last year. He was born and spent practically all his life in the Philippines.

The murder trial at the Criminal Sessions, before the Chief Justice Sir Henry Gollan, in which an Aberdeen man is charged with the murder of his wife by cutting her throat with a chisel, was continued this morning, when the case for the defence was opened. It is expected that the trial will be finished some time this afternoon.

Our Macao correspondent writes to say that the Portuguese Government has authorised the expenditure of \$12,000 on the Macao Fair, which is to take place soon. Pavilions are being erected at Sakong, and the work reflects much credit on Eng. A. Hugo de Lacerda. Outside merchants will be permitted to exhibit goods at the Fair.

EXCHANGE RATES.

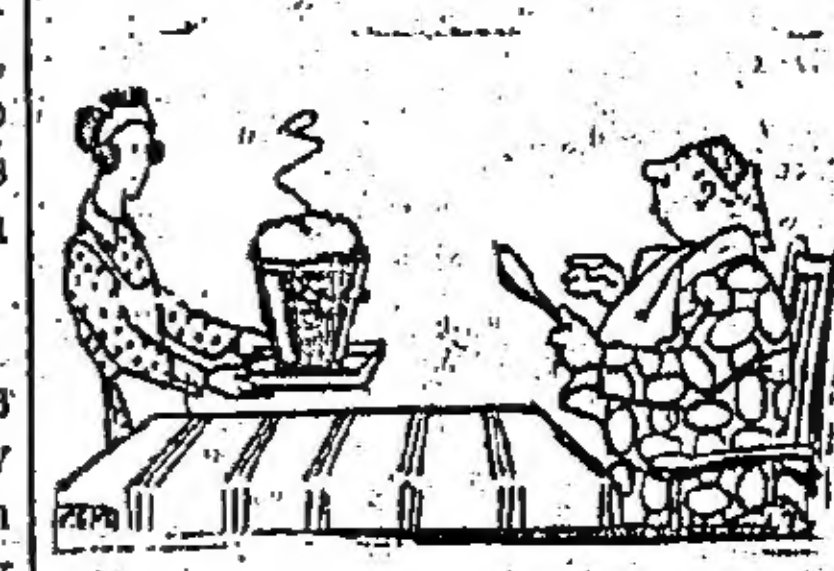
Rugby, August 20.	
Paris	177 1/4
Brussels	177 1/4
Amsterdam	12 1/4
Berlin	20 1/4
Copenhagen	18 2/3
Vienna	34 1/2
Helsingfors	18 2/3
Lisbon	217 1/2
Buenos Aires	45 1/2
Shanghai	2 1/4
Yokohama	1 11 1/2
New York	48 1/2
Geneva	26 1/4
Milan	34 1/2
Stockholm	18 1/2
Oulu	22 1/2
Prague	104
Madrid	31 1/2
Rio	7 1/2
Bombay	1 1/2
Hongkong	21 1/2
Silver (spot)	28 1/4
Silver (forward)	28 1/2

MIXED GRILL

A Merry Miscellany
Ashley Sterne

I have recently been reading a most enthralling magazine article on the subject of what the heroes and heroines of famous novels eat, the author having gone to considerable pains to tabulate the various forms of sustenance indulged in by the protagonists of some two dozen standard works of fiction. Yet I venture to think that the general public would be far more intrigued to learn what some of the outstanding living personalities of to-day feed upon. Take my world-famous Professor, for example. Professor Anesthesius Bilgewater, as befits a stern self-disciplined man of science, has a very strict and abstemious regimen. For breakfast he looks at an egg in a paper bag. For lunch he sniffs a bottle of raspberry vinegar. For afternoon tea he inhales the steam from the spout of a teapot; and for dinner, which, to save time, he always takes the following morning immediately before breakfast, he drinks a small ginger beer with a minnow in it.

On the other hand, that old fool, Professor Barnion Crumpey, is a



positive gourmand. He begins the day with a gallon of porridge, which he eats out of a bucket. For lunch he invariably has a large piece of tripe (double width, and cut on the bias). For tea, he consumes a round dozen doughnuts; while for dinner he usually has a whole halibut with two veg. and bread, followed by spotted dick.

A convict employed in sewing mail-bags in one of our penitentiaries has failed to earn the customary remission of part of his sentence "owing to persistent slovenly work." He was evidently misled by the old proverb "One stitch in time, saves time."

Numerous readers having requested me to give a few particulars of the career of my friend, Mr. Beasley Tusher, the young poet, whose verses I am occasionally privileged (at an enormous fee) to print in this column, I am only too proud to comply.

Born 1st April, 1896. Educated at Borsal, Eton, Harrow, Winchester, Rugby, Uppingham, Oxford, Cambridge, Edinburgh, Aberystwyth, Dublin, and the Pelman Institute. Absolutely ignorant at the end of his scholastic days, he decided to become a poet. Had 68 sonnets rejected by *The Spectator* in his first year. Transferred his activities to writing mottoes for Christmas crackers, with brilliant success, but was unfortunately sentenced in 1917 to ten years' penal servitude for neglecting to take out a poet's licence. Published works include: "Doty Ditties from Dartmoor" (1922); "Pentecost Pastorals" (1923); "Phantoms of Portland" (1924); "Gumboils and Glue"; a "Dramatic Idyll" (1925); and in addition, the various volumes of verse previously mentioned in these

columns. Hobbies: Pokerwork, and peeling potatoes. Club: The Scavengers' and Dustmen's.

An instructional film—one of a series of "British Trades" films—is shortly to be released, in which bricklayers are shown at work. To obviate any possible misunderstanding arising, I may mention that the film is not officially announced as a slow-motion one.

The summer holidays being shortly due to commence, I have very kindly consented for the next few weeks to give a few details of holiday resorts which I can recommend to such of my readers as are in need of "somewhere off the beaten track." I have decided to call this feature:

STERNE'S HOLIDAY GUIDES.

Bunglethorpe-on-the-bog.—This is clean off the beaten track. It is ten miles from anywhere, and goodness know how you get there. I only got there through influence. The sea comes right up to the front doors of the houses, which is very convenient for the purpose of shrimping. When it gets to know you it will even come into your rooms and wash your floors. The place is very restful, as there are no amusements of any kind—no play, no band, no pierrots. The only pierrot who ever attempted to show there was unfortunately washed out to sea by a tidal wave last summer, and deservedly got wrecked on the Goodwins. There are no shops, but a man calls with a fishbarrow every alternate Shrove Tuesday. The soil, consisting largely of brickbats and dead starfish, is fertile and aromatic; while the water, if thoroughly disinfected, is quite useful in its way.

HAYMAKERS' CHANTY.

Come, all ye blithering yokels,
Pull up your worsted socks!
Put on your rusty boaters,
Your hobnailed boots and smocks!
For down Five-Acre bottom
The hay waves in the breeze
Awaiting your attention;
So get a move on, please!

With a hay, and a hoe;
And a hay-nomy-ho!
(And other quaint Elizabethan phrases.)
Give a rousing lusty yell,
And begin to mow like-well,
Just begin to mow the blessed hay
Like blazes!

Then rouse ye up, ye lubbers!
There's lots of work to do
So bring the Village idiot,
And the Village Drunkard, too.
They mayn't be good for much, but



They'll raise a hearty laugh
When they stumble in the stable,
And mow themselves in half!

With a hay, and a hoe,
And a hay-nomy-ho!
Get to work, all alcoholic liquids
scorning;
But when once the crop is in,
You can drown yourselves in gin,
And buzz off to Philadelphia in the morning!

MORE KEATS' RELICS.

BOUND MAGAZINE.

Two important additions have been made to the collection of relics at the Keats' House, in Hampstead, through the generosity of a New Zealand lady. They are:

The manuscript of an unfinished novel by Charles Armitage Brown, the young merchant from St. Petersburg, who took Keats to live with him when he and Charles Wentworth Dilke built the two little houses in Wentworth-place (now Keats-grove), which now form Keats' House; and

A copy of Volume I. of the "Indicator," Leigh Hunt's magazine, containing a note in Leigh Hunt's handwriting on page 65, the beginning of the issue for December 8, 1819, referring to the poet's death.

asterisk set at the word "friend," says—

The late Mr. Keats. What a pang comes over us in writing the word "late." At the time we wrote this article he was in the year of his age (the number of the year is left blank, Leigh Hunt not being sure of his facts). And now, March 1821—

New Zealand Woman's Gift.

The remainder of the note is lost, owing to the page being cut at the edge.

The volume contains the first printed copy of the sonnet, "As Hermes once," signed "Cavilare," "La Belle Dame Sans Merci," the whole of the "Ode to a Nightingale," and a review by Hunt of the whole of the "Lamia" poems, quoting part of "Isabella," "The Eve of St. Agnes," and "Hyperion," the appreciation closing with a farewell to Keats on his departure to Italy for what proved to be his last journey.

Together with the MS. of Brown's novel, this volume was presented by Brown's granddaughter, Mrs. Gordon Osborne, of New Zealand.

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KALYAN	9,144	23 Aug. 4 p.m.	Port Sudan M'les, C'blanca London, & Antwerp
MACEDONIA	11,089	4 Sept. noon	Marseilles & London
NAGPORE	5,283	10th Sept.	M'les, London Hamburg Rotterdam A'werp & Hull
KIDDERPORE	5,334	13th Sept.	S'pore, Penang Colombo & Bombay
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London, Antwerp & Hull
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'les, L'don & A'werp
MAINTUA	10,902	13th Nov.	Marseilles & London
KARMALA	9,128	27th Nov.	M'les, London Antwerp

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TAKADA	6,949	18th Sept.	S'pore, Penang & Calcutta
SANTHIA	7,704	12th Sept.	S'pore, Penang & Calcutta
TILAMA	10,006	20th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'bane.
ARAFURA	4,000	29th Oct.	Sydney and Melbourne.

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Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia
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Frequent connections from Australia with the following:
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SANTHIA	7,754	24 Aug. 6 a.m.	Shanghai Moji & Kobe
TILAWA	10,006	28th Aug.	Moji Kobe & Yokohama
NELLORE	6,853	3rd Sept.	Shanghai Moji & Kobe
KASHGAR	9,005	3rd Sept.	Shanghai Moji & Kobe
ST. ALBANS	4,500	7th Sept.	Moji Kobe Osaka & Yokohama
TALAMBA	8,018	10th Sept.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g and Sailing for S'hai & Japan	Prob. Sailing from H'kong. for M'les.
AMAZONE			14th Sept.
ANGERS		31st Aug.	28th Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	12th Oct.
ANGKOR	27th Aug.	28th Sept.	26th Oct.
PORTHOS	10th Sept.	12th Oct.	9th Nov.
CHAMBORD	24th Sept.	26th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B-Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Leading Towns of Europe
Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. SI-KIANG from Dunkirk, L'don, Havre is due to arrive about 22nd August.
For full particulars apply to
Messageries Maritimes Co.,
3, Queen's Building.
Phone: Central 740

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company

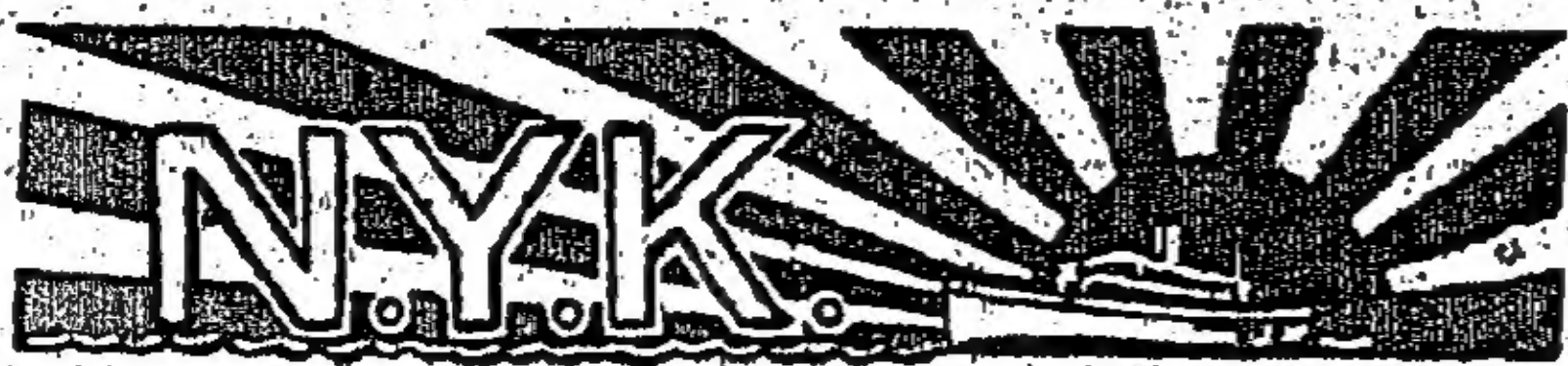


Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OOSTERK	23rd August.
S.S. OUDERKERK	20th September.
S.S. SIMALOER	18th October.
Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.	
S.S. ZOSMA	4th September.
S.S. OOSTERK	2nd October.
S.S. OUDERKERK	30th October.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central No. 1574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
KOREA MARU ... Tuesday, 24th Aug. at noon.
SIBERIA MARU ... Monday, 21st Sept.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
GINYO MARU ... Wednesday, 25th Aug. at noon.
ANYO MARU ... Tuesday, 13th Oct. at noon.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
FUSHIMI-MARU ... Saturday, 28th Aug.
HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd Aug. at 11 a.m.
AKI MARU ... Wednesday, 20th Oct.

NEW YORK and/or BOSTON via PANAMA.
HAKODATE MARU ... Tuesday, 24th Aug.
TAKETOYO MARU ... Monday, 5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Saturday, 21st Aug.

BOMBAY via Singapore & Colombo.
TOKUSHIMA MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.**SHANGHAI, KOBE & YOKOHAMA.**

YAMAGATA MARU (omit Shanghai, Calls Keelung Moji) Monday, 23rd Aug.
KITANO MARU ... Tuesday, 24th Aug.
MALACCA MARU ... Sunday, 29th Aug.
DAKAR MARU ... Monday, 30th Aug.

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.
S.S. "BOLTON CASTLE" Sails on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0 "B" Class £66. 0. 0

NEXT SAILINGS.**OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.**

S.S. "FIUME L." ... 4th September.
M.V. "VIMINALE" ... 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "ROSANDRA" ... 7th September.
S.S. "FIUME L." ... 30th September.
M.V. "VIMINALE" ... 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st Aug.
Via Rangoon & Colombo
S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.
Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong.	Vessel	Leaves Hongkong.
GLENAMOY	24th August.	PEMBROKESHIRE	22nd Aug
GLENGARRY	2nd September.	L'don, R'dam & H'burg via Oran.	
GLENAPP	16th September.	GLENTOLE	22nd September
GLENSHANE	5th October.	L'don, R'dam & H'burg via Oran.	
CARMARTHENSHIRE	16th Oct.		
GLENBEG	28th October.		

Movements are subject to change without notice.
For freight or further particulars please apply to:

Jardine, Matheson & Co., Ltd.
Agents The Glen Line, Ltd.
Telephone: Central No. 215, sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 10 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 5.30 P.M. only).

SUNDAY EXCURSION.

On Sunday, the 22nd August a.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 10 A.M. and from Macao at 5.30 P.M. arriving at Hongkong about 9 A.M.

SPECIAL TARIFF.

Tiffin. \$150. Dinner. \$175.

On Thursday 19th, Friday 20th, and Saturday 21st August steamer leaves Macao at 1 P.M. instead of 2 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

THE BANK LINE, LTD.

Agents for the following Services:

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" via Suez Canal From H'kong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, & Hamburg From Hongkong.
S.S. "CITY OF MELBOURNE" 5th Sept.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STRAMER" From Hongkong July, August.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Oullimaine, Ibo, Port Amelia, Mozambique, Chinde, Imbambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "DEUCALION" ... via Suez Canal ... 27th August.
S.S. "ANTILLOCHUS" ... via Suez Canal ... 10th Sept.
S.S. "CITY OF EVANSVILLE" Suez Canal ... 24th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY-19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight & Passage, apply to:-**BUTTERFIELD & SWIRE,**
Tel. C. 35. Agents.

CHINESE OPTICAL CO.

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and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

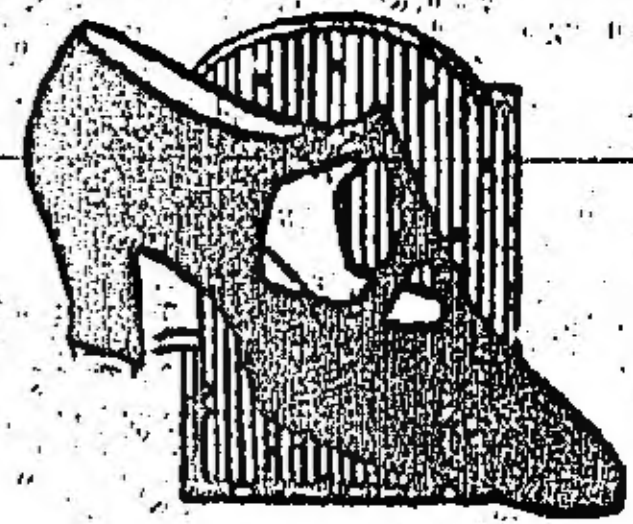
of all kinds especially for ship-building and engineering work. Complete stock. Best. Terms. Immediate delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1880]

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Phone Central515.

**T. NAKAO**

Japanese Shoe Expert.

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AND CASES A SPECIALITY

Astor House Hotel Building,

Queen's Road Central.

MRS. MOTONO

Hand and Electric

MASSAGE

No. 31B, Top Floor, Wyndham St.

HONGKONG.

MASSAGE HALL

23 WYNDHAM STREET

MRS. H. MORITA.

MISS JOSE COLLINS AFFAIRS.

RECEIVING ORDER MADE.
It was announced in the London Gazette recently that a receiving order has been made against Lady Josephine Innes-Ker, professionally known as Jose Collins.

The announcement is unusually worded, for Lady Innes-Ker is described as late of 4, Sussex-square, London, W.2, and the Savoy Hotel, the Carlton Hotel, and the Langham Hotel, all London, she having, under the name or style of Jose Collins, carried on the trade or business of a scena producer for six months and more last past at the London Coliseum St. Martin's-lane, W.C.2. London, and at diverse other places, but whose present address the petitioning creditors are unable to ascertain.
Daughter of the late Lottie Collins—the celebrated music-hall artist, singer of "Ta-Ra-Ra Boom-deay"—Miss Jose Collins attained fame on the musical-comedy stage, principally at Daly's Theatre, where she made a striking financial success of "The Maid of the Mountains."

It has been stated that when the original proprietor of the theatre, Mr. George Edwards, died his estate owed £80,000. On his deathbed he urged Mr. Robert Evett to re-establish the family fortunes, and the latter promptly cabled to Miss Collins, "who was in New York."

In co-operation, the two converted Daly's from a failure into a sound commercial proposition, so that all debts were cleared and the property was eventually sold for £200,000.
Her marriage to Lord Robert Innes-Ker, brother of the Duke of Roxburgh, in 1920, at a registry office in London, was kept a close secret; but the news leaked out within a few days.

J. ULLMANN & Co.

ALEXANDRA BUILDING
CHATER ROAD.

WATCHES
CLOCKS
JEWELLERY
DIAMONDS
CUT GLASSES
FANCY GOODS

HOUSES IN

PARIS, LA CHAUX-DE-FONDS,
SHANGHAI, TIENTSIN, HANKOW
AND PEKING.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL:
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS. LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373 Telegraphic Address "Victoria"

KOWLOON HOTEL.

The Premier Hotel in Kowloon.

This First Class Residential and Tourist Hotel provides the same of
comfort and service for its guests.
Six stories of up to date elegantly furnished airy rooms with latest
sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each floor.

Special Rates for Families.

Monthly and Daily Rates at moderate terms.

Under new and progressive management.

Tel. HK. 508 & K. 60. Telegraphic Address: "KOWLOTEL" HONGKONG.

THE EUROPE HOTEL.

SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.

After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.

Tel. Address: GLENEALY HOTEL. Telephone

"Glenealy" Hongkong. 3 & 4, Glenealy. C. 980.

A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance to all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

Rome, July 7.—A new glass
factory has just been opened in
Rome by a prominent Fascist in-
dustrial. The Minister of the In-
terior, Signor Federzoni, inaugu-
rated it with great ceremony, re-
ceiving the gift of a Pietà mosaic.
The gift destined for Signor Mus-
solini is his own effigy in colour-
ed glass, with a suggestion of
clouds and halos.

Rome, July 7.—News comes
from a provincial town of two en-
terprising burglars who had start-
ed on a successful night's work in
a big motor transport warehouse
when they came upon two cases
of champagne which stopped all
further operations more peace-
ful than the police could have
done. The men woke up next
morning in the prison cells.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

OBITUARY.

ENGINEER COMMANDER L. D.
SWEETLOVE.

The Resident Naval Officer
at Shanghai regrets to announce
that Engineer Commander L. D.
Sweetlove, of the British Naval
Office Staff, has died of meningitis
following on pneumonia. The
late officer was taken ill on Sun-
day, August 8, and was removed
to the Victoria Nursing Home,
where his condition at first gave
rise to no anxiety. On the morn-
ing of August 11, however, he de-
veloped meningitis, sank into un-
consciousness, from which he
never recovered.

Commander Sweetlove, who was
89 years of age, and unmarried,
had only recently come to Shang-
hai, but was already well known
and had made many friends. He
was an officer of great promise,
not only for his high professional
attainments, but because he was
possessed of those rare gifts of
temperament which are required
for the education of youth. For
this reason Commander Sweet-
love had been selected for more
than one appointment in connec-
tion with the training of young
officers, his last appointment of
this nature having been in the
Royal Naval College at Dartmouth.
The funeral took place at
Pansienjiao Cemetery, Avenue Jof-
fre.

MR. JAMES MARSHALL.

The *Kobe Herald* regrets the
death of Mr. James Marshall, ad-
vice of whose sudden demise on
August 11th has just reached
Messrs. Findlay, Richardson &
Co., Ltd., by cable. Deceased was
for many years a prominent and
respected member of the foreign
community. A man of strong al-
most dour character but withal
genial and hospitable, he played
a not unimportant part in local
affairs during a long number of
years. His friends were not the
friends of a day nor, unfortun-
ately, were his antipathies, few
though they may have been, such
as could be easily overcome. But
he was a man of sterling worth,
a typical son of the soil north of
the Tweed. Mr. Marshall was a
great chess player, and it is doubt-
ed if he was ever beaten in Kobe
unless it was by the late Mr. Jas.
Mackey of the Chinese Customs.
Mr. Marshall figured prominently
as a chess enthusiast in Glas-
gow long before he came East.
In outdoor sports cricket was his
favourite game, as local annals
of the forgotten past show unmis-
takably; while in the autumn and
winter months his hobby was to
tramp the country with his gun
and dogs after game.

Arriving in Japan in the
Autumn of 1890 to join the Kobe
branch of Messrs. Findlay,
Richardson and Co., in the course
of a few years he became head of
the Kobe office, and was subse-
quently appointed a Director when
the firm was converted into a
limited liability company. While
at home on furlough, in 1899 if
we are not mistaken, he married;
and to his wife, a lady well known
to many here, who survives him,
the deepest sympathy is extended.

Mr. and Mrs. Marshall left
Japan in May, 1920, and since
then Mr. Marshall has served as
one of the Home Directors of the
old firm, only retiring from active
business in June last. It was his
intention to settle down at Stir-
ling, where he quite recently
bought a delightful residence. The
sad news of his death has been
a shock to his old friends here
as no one suspected that there
was the slightest cause for an-
xiety regarding his health. In-
deed in a letter written only last
month to Mr. A. H. Cole Watson,
the local Director of his old firm,
he mentioned that he had motored
up to Strathpeffer and was great-
ly enjoying the trip. So passed
one who will long be remembered
here as one of the leaders of the
foreign community during a couple
of decades—decades which wit-
nessed the abolition of extrater-
ritorial jurisdiction in this country
and other far-reaching changes.
For some years, it may be men-
tioned, the late Mr. Marshall held
the post of Consular representa-
tive for Brazil. He also served as
President of the St. Andrew's
Society.

On Sunday, July 11, over 2,000
London omnibus men assembled
on the Victoria Embankment at
9.45 a.m. for a march to the Church
of St. Clement Dances, where a
service was held at 11 a.m. Lord
Ashfield read the lesson. A
wreath was placed at the Cen-
taph on route to the church.

SWATOW UNREST.

SERIOUS LABOUR FIGHTS
REPORTED.

A report from Swatow states
that the city is full of labour un-
rest, which has resulted in a severe
conflict between the "White" and
"Red" elements of the Unions in
which over fifty people were killed
and nearly 200 wounded.

It is stated that the cause of
the conflict was the forcible arrest
of the Chairman of the "anti-Red"
Unions, whose members wear a
distinguishing white armband. In
consequence of his confinement in
the headquarters of the Garrison
Commandant an appeal was made
to the "anti-Red" Unions to stand
together ready to offer resistance,
if necessary, in the event of an at-
tempt being made to close their
headquarters. This appeal was sent
to different Unions throughout the
districts of Swatow and Chao
Chow, and resulted in members of
the opposing factions going about
the streets fully armed. The Gen-
eral Chamber of Commerce and
other charitable institutions came
forward to mediate, but to no pur-
pose and eventually matters de-
veloped into a street fight which
involved thousands of the Union
men, with the results mentioned.
The authorities are now taking
stringent measures to prevent fur-
ther bloodshed, and the city is
under martial law.

EDITOR'S DEATH.

(Continued from Page 1).

announced his intention of retiring
and Yang Ché-tsz, on his own
responsibility, drafted an order of
reprieve and implored the general
to sign it without delay. The
Jupan refused, and Mr. Heuch Ta-
ko knelt before him beating his
head on the floor. Chang then
relented and agreed to sign the
reprieve. But Lin had already
been dead for half an hour.

COURAGEOUS WRITER.

Lin had the reputation of being
a courageous and trenchant writer,
and his leading articles were
widely reproduced in the local
English language and Japanese
press. He was a native of Fukien
and a graduate of Waseda Univer-
sity. While in Japan he became
associated with various Chinese
revolutionary leaders and on his
return to China started a paper in
Shanghai. Following the estab-
lishment of the Republic he was
appointed as a secretary of Yuan
Shih-kai and later was elected a
member of the first Parliament,
resigning in 1916 to re-enter news-
paper work.

The fact that Lin was widely
known and generally respected
gives rise to the hope that there
will be such a powerful reaction
against the current highhanded-
ness of the military bigwigs hold-
ing Peking that there may be no
repetition of these outrages.
Meanwhile the newspaper frater-
nity anxiously watches develop-
ments in the case of the editor
now in custody, and the Extrater-
ritorial Commission is furnished
with further interesting material
for incorporation in their report
on China's judiciary millennium.

30 BERNARD SHAWS.

TEN NAMES SHARED BY
2,293,600 INHABITANTS.

Ten surnames alone in England
are shared by no fewer than
2,293,600 of its inhabitants. There
are:

530,000 Smiths.
204,000 J. Smiths.
425,000 Jones.
320,000 Browns.
238,800 Taylors.
180,000 Davies.
168,000 Williams.
120,000 Morris.
122,400 Walkers.
108,000 Wrights.
90,000 Coopers.

Even the rarest names are not
unique, as the following examples
prove:

Beetle, 150.
Coffee, 54.
Bernard Shaw, 80.
Tea, 12.
Fido, 435.
Bread, 3.
Gottlieb, 426.

The above list is given in the
Monomark Times as an illustra-
tion of the advisability of every-
one having a monomark.

Mr. George Bernard Shaw
writes: "Life is impossible if one
cannot be a private individual
sometimes. That is why I want
a private Monomark."

BRITAIN'S OLDEST ALLY.

PORTUGAL'S FRIENDSHIP.

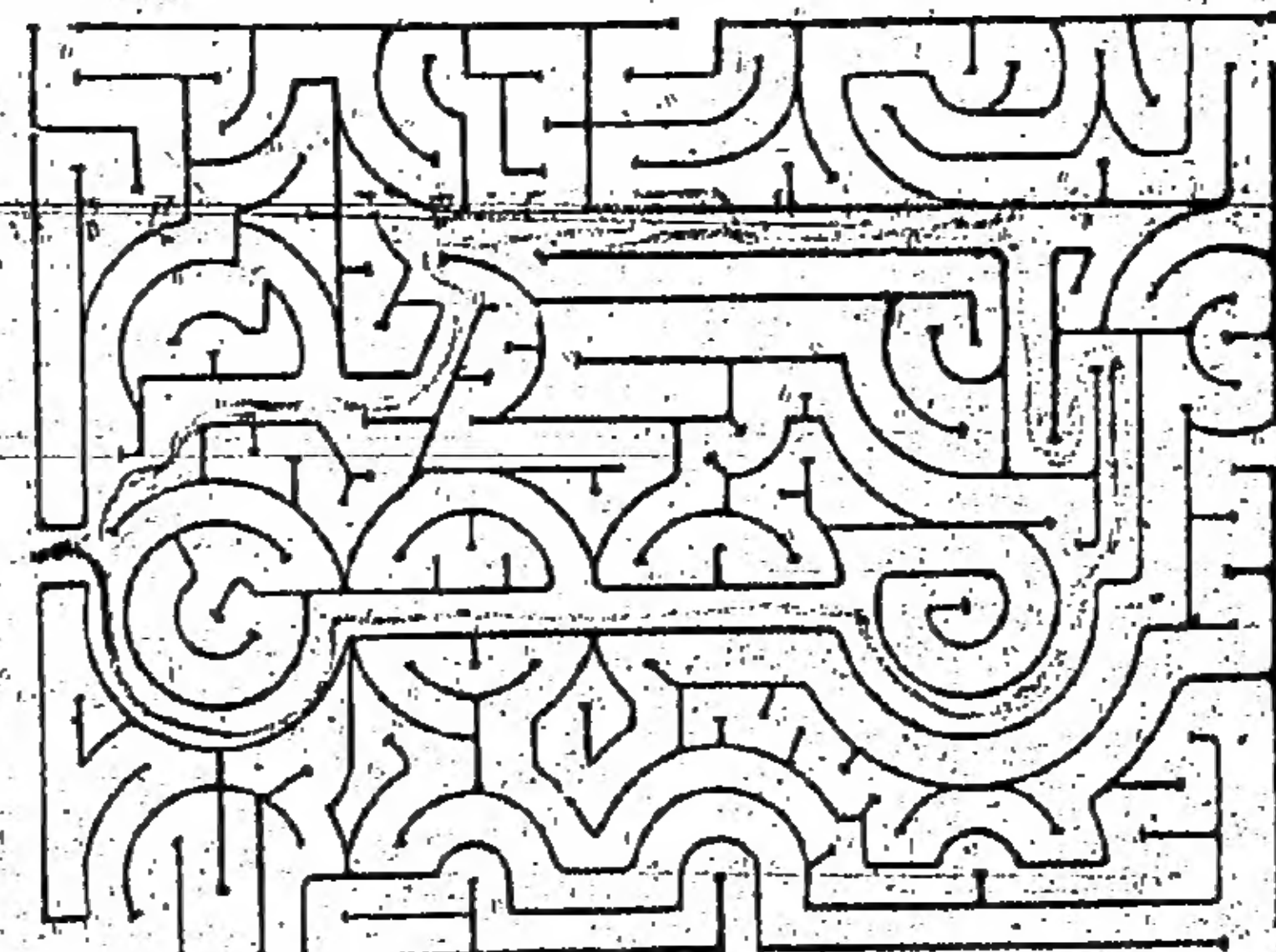
The Portuguese Ambassador
(General J. M. R. Norton de
Matto) was the principal guest
of the Knights of the Round-Table
Club at a dinner which was given
on June 16 at Simpson's Restau-
rant, Strand.

His Excellency said that Great
Britain and Portugal had had an
alliance almost since the constitu-
tion of the Portuguese nation in
the middle of the 12th century.
This alliance was confirmed for
the first time by means of a treaty
during the reign in England of
Edward the First and in Portugal
of Don Diniz, had been in exis-
tence for 600 years, and had at
no time been out of existence.
On many occasions since the tak-
ing of Lisbon in 1147 the English
and the Portuguese were found
fighting side by side in the field of
battle against one common enemy.

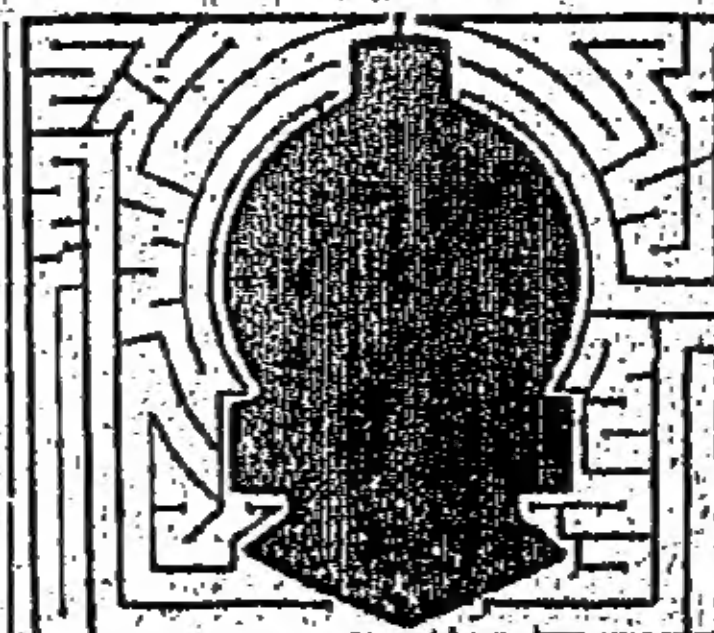
These historical days of fighting
constituted a strong tie of friend-
ship and fraternisation between
the two countries, but other fields
of battle had existed where Eng-
lish and Portuguese were found
in the same objective—the work
of civilisation and progress which
the Portuguese and English had
carried on in distant parts of the
world. It was essential that the
same relations of alliance should
continue between the two coun-
tries. The great spirit of peace,
harmony, and security that, since
the Great War, had more and more
taken possession of the world, was
principally due to the attitude,
the endeavour, and the diplomacy
of Great Britain, and this spirit
would remove, perhaps for ever,
the possibility of any military
action in which both Great Britain
and Portugal might be engaged.

THE MYSTIC MAZE

By WALTER D. GIBSON



A picture is hidden in this mystic
maze puzzle picture.
There are several entrances to the
maze, but only one of them will lead
you through and back to the starting
point without crossing a barrier. The
remaining entrances are all "blind
alleys" which have no outlet.
Take a pencil, and start at one of
the entrances. Try to find a course
through the maze that will bring you
out where you went in.
When you have discovered the cor-
rect route, the line you draw will
make the outline of a picture. Fill
in the outline with your pencil, and
you will have a perfect silhouette of
the hidden picture.
Watch for a new Mystic Maze
Puzzle Picture next Saturday.



Last Week's Hidden Picture—
The Locomotive.

Entertainments.

RAMON NOVARRO

as Andre-Louis Moreau, who was
born with the gift of laughter and
a sense that the world was mad;
whose laughter mocked his ene-
mies and whose madness inflamed
the world. See him in



REX INGRAM'S SCARAMOUCHE

from
RAFAEL
SABATINI'S
novel



ALICE
TERRY

as Alice, the
fair aristocrat
whose love
redeems the fury
of the revolu-
tion.

LEWIS
STONE

as la Tour d'Azyr



Adaptation by
WILLIS GOLDBECK

Photography by
JOHN F. SEITZ

Directed by
REX
INGRAM

QUEEN'S

TO-DAY
ONLY

Another "Request" Picture

PAUL RICHTER

in

CORSAIRS

A wonderful medieval drama

of pirates on the high seas

TO-DAY—5.30 to 11.30

STAR

TO-DAY ONLY

at 5.15 & 9.15 p.m.

HOLBROOK BLINN

in

"THE BAD MAN"

A story of the Mexican Border
that opens rather slowly but
gathers force for a big climax

WORLD

TOURISTS IN ITALY.

A BIG DECREASE DURING
THE SPRING.

Rome, July 7.

The figures of the tourist traffic
are always studied with interest
twice a year, as its returns are
relied on to adjust the deficit on
the commercial budget. Hitherto
Rome has not been disappointed,
son for Americans and the Fran-
ciscan celebrations at Assisi are
first six months show a marked de-
crease in the number of visitors
from all parts.
At Dorchester Town Council it
was decided to remove from their
position at the western entrance
visitors. Rome has had fewer
visitors than in 1924, and even to
the town the two German how-
siders were accorded for the war
trophies. The Mayor said
Sicilian Spring, the tourist traf-
fic is registered as being 30 per
cent. lower than in 1925.

A lull was inevitable after Papal
Jubilee, and German anti-Italian
propaganda is supposed to have
made some difference, but not so
much as the fall in the franc and
the exceptionally bad weather.
Statisticians make the cheerful re-
fection that if the quantity is un-
satisfactory, the quality is excel-
lent, and the better hotels have
had no cause of complaint. The
summer is always a favourite sea-
son for Americans and the Fran-
ciscan celebrations at Assisi are
sure to bring crowds of foreigners
from all parts.

At Dorchester Town Council it
was decided to remove from their
position at the western entrance
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visitors than in 1924, and even to
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